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REUTER'S TELEGRAMS.

THE PEACE TREATY.

AMERICAN SENATE'S DECISIONS.

REJECTION OF SHANTUNG ARRANGEMENT.

Washington, November 16.

The Senate has adopted the reservation withholding the assent of the United States to the Shantung arrangement, and also the reservation giving Congress authority to regulate the appointment of American delegates to the League of Nations and International Commissions. It has also adopted a reservation declaring that the United States alone shall interpret the Monroe Doctrine, which is wholly outside the jurisdiction of the League of Nations.

REPUBLICANS OVER-RIDE OPPOSITION.

Washington, November 16.

From the moment the closure was declared, the Republican majority in the Senate over-rode all opposition. The Senate has hitherto adopted all but two of the Foreign Relations Committee's reservations including the reservation to the United States of the right to increase its armaments without the consent of the Council of the League of Nations, whenever the United States is threatened by invasion or engaged in war; also, the right to permit the nationals of a covenant-breaking State residing outside that State, to trade with the nationals of the United States. The Democrats have called a conference of friends of the Treaty early next week with a view to finding a compromise.

LONDON AND PARIS MUCH CONCERNED.

London, November 16.

The decision of the American Senate in adopting reservations practically nullifying the Peace Treaty has produced a situation which is viewed in London and Paris with much concern. The illness of President Wilson at this critical period increases the difficulty of forecasting any solution. One uncertain factor is whether the American people approve or disapprove of the Senate's overthrowing the whole labour of their President at the Peace Conference.

TEXT OF SHANTUNG RESERVATION.

London, November 16.

A Washington message states that the following is the text of the Shantung reservation adopted by the Senate: "The United States withholds its assent to Articles 156, 157 and 158 and reserves to itself full liberty of action in respect to any controversy which may arise under the said Articles between the Republic of China and the Empire of Japan."

THE FRENCH ELECTIONS.

London, November 16.

The ten inches of snow in Paris are likely considerably to interfere with the elections, in which over 2,000 candidates, including 431 ex-Deputies are engaged. The new Chamber will consist of 626 Deputies, compared with 602 previously, owing to Alsace-Lorraine nominating 24 Deputies. Only 616 Deputies will be elected to-day, as the elections for the Colonies are fixed for the 30th instant.

LANCASHIRE COTTON MILLS.

AN EXPLANATION OF HIGH PRICES.

London, November 19.

Replying to the operative's request of their views with regard to the recent sales of cotton mills in Lancashire at greatly enhanced prices, the Federation of Master Cotton Spinners report that the selling prices were very considerably below the cost of erecting new mills, and that the effect of the higher values will be to stabilise the industry and conditions of the operatives.

AMERICAN COTTON.

NOTHING KNOWN OF REPORTED BRITISH BOYCOTT.

London, November 15.

A New York message in connection with a report from London states that nothing is known of the alleged formal boycott of American cotton by British importers, although instances have occurred where British consignees have been insisting on insurance of cotton in transit in British insurance companies, which is partly attributed to the fact that many British manufacturers are stockholders therein. American companies collectively have not attempted reprisals, although individuals have urged the Banks and others to exert their influence to check this practice.

ALLIES AND RUMANIA.

EARLY SETTLEMENT EXPECTED.

Paris, November 16.

An Allied Note to Rumania emphasises that the Allies expect a decision to be reached within a week in regard, firstly, to the evacuation of Hungary to the final Rumanian-Hungarian frontier drawn by the Supreme Council; secondly, the signing without reservation of the Austrian Treaty and the Treaty for the protection of minorities; thirdly, Inter-Allied control of Rumanian requisitions in Hungary.

THE FIUME SITUATION.

D'ANNUNZIO STILL ACTIVE.

Paris, November 16.

D'Annunzio left Fiume with a squadron of aeroplanes and landed at Zara, himself returning to Fiume.

REUTER'S TELEGRAMS.

THE RUSSIAN QUESTION.

DEBATE IN PARLIAMENT.

London, November 17.

In the House of Commons, opening the debate on Russia, Sir Donald Maclean urged that Russia should be left to work out her own salvation. He declared that the policy of intervention had failed. The Bolsheviks were stronger than ever. He was of opinion that the spirit of resentment at foreign interference was awakening in Russia, and our policy should be devised accordingly. He emphasised that the question of our future in India and the East depended largely on whether we were able to pursue our mission there peacefully.

Lord Robert Cecil said that it was difficult to exaggerate the gravity of the international situation of Europe at present. The reservations of the United States Senate, which had been provisionally accepted, were so extensive as to almost amount to the United States' repudiation of the Covenant, which also meant the repudiation of the Peace Treaty. The position was most grave but, whatever happened, the League must continue, even though the United States decided not to participate. Lord Robert Cecil, continuing, said that Bolshevism had been a regime of atrocious and cold-blooded murder and outrage; one of the most bloody and brutal despotisms that had ever stained history. Armed foreign intervention was absolutely impossible, and he hoped that Denikin and Kolchak would abandon the Moscow expedition and re-organise the territories already occupied, establishing a stable Government. This would speedily have an overwhelming moral effect upon its Bolshevik neighbours. Lord Robert Cecil urged that the Government should be absolutely clear and definite, displaying no ambiguity or vacillation.

Colonel John Ward said Britain went to Russia for her own purposes and thereby saved the lives of perhaps hundreds of thousands of her own men. Our sole aim in going to Russia was to save our men, and we had made promises accordingly. Therefore we ought not now to repudiate them.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

SHANGHAI COTTON EXCHANGE.

CHINESE BOYCOTTING JAPANESE.

Shanghai, November 20.

The Chinese Cotton Guild is boycotting the Japanese Stock Exchange, and threatening the suspension of members dealing with it.

The Cotton Mill Owners Association has been invited to join the movement.

The Chinese have planned an organisation to have their own Stock Exchange.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

SHANGHAI NEWS ITEMS.

Shanghai, November 19.

Count Toulouse de Savine has been sentenced to eighteen months' imprisonment by the Mixed Court. He was convicted of forgery of the Russian Consular seal at Yokohama.

The Civic League has started a campaign for a Roads Board under the guidance of a competent expert in city planning.

TO-DAY'S CHINESE TELEGRAMS.

THE FOCHOW INCIDENT.

Shanghai, November 19.

The general citizens' meeting in Fochow in connection with the recent incident, appointed the President of the Provincial Assembly to request the Tsuchun and the Civil Governor to demand from the Japanese Government the removal of the Consul, an apology, compensation and the punishment of the guilty.

CHINA AND THE LEAGUE.

Shanghai, November 18.

On receiving information that a certain power has moved in Paris that as China has not signed the Treaty she has not the right to become a member of the League of Nations, the Government has wired to Wellington Koo to make enquiries.

PEACE DELEGATE AS FOREIGN MINISTER.

Peking, November 18.

Luk Ching-cheong has wired that he will accept the post of Minister for Foreign Affairs and will leave for Peking on the 7th prox.

THE HIGH DOLLAR.

FACTORS AT WORK RECENTLY.

INTERESTING FACTS UNEARTHED.

(*"Hongkong Telegraph" Special.*)

The exchange question is the most common subject for talk to-day in Hongkong, to the extent almost of a craze. Even the most casual observer can glean the latest information on the subject and the reasons why exchange should be soaring daily higher, and in the interview which he succeeded in obtaining with a gentleman who is well posted on the undercurrents at work, we are to-day able to present them to our readers.

The gentleman in question stated that some of the big foreign banks previously used to lend out money to the Chinese banks on the lodgment of security at 7 per cent. per annum. The latter in turn lent this out to smaller foreign banks at 10 per cent., thus trading at the expense of the big banking institutions of the Colony. The large banks, when they got wind of this, recalled their loans, (which tightened the money market considerably,) and locked up from \$6,000,000 to \$8,000,000 in notes in the Treasury. This caused a severe shrinkage in the note circulation, which is one of the causes of the higher exchange.

Another contributory influence is the native bank. The native banks used to get money on deposit from Chinese, who were paid 10 to 12 cents per day on \$1,000. This money the banks lent out at 30 cents daily per \$1,000 to share speculators. Their scheme of mortgage was very attractive, for a share speculator could get the full value of his scrip if he were prepared to pay the interest the native banks demanded. This is a direct contrast to the policy of the foreign banks, who insist on at least 25 per cent. margin, but lend out at 8 per cent. against the 20 per cent. of the Chinese-owned banks.

For many years the native banking business has been confined to Shanghai (fuel exchange and Canton drafts). They do very very little of this to-day. Previously they used to do a lot of "clean loans" with Chinese merchants which meant that they gave money to Chinese commission agencies without security. The native banks are doing extremely little of this now, calling up all the loans

given to the commission agencies and giving them out to share gamblers. They are, therefore, not helping the merchants. This action has also effected exchange because the commission agencies refuse to exchange the inward bills drawn by their customers in different places because they have not got the money. The foreign banks rarely advance clean loans to Chinese merchants. These commission agencies when they sell goods to Chinese houses having agencies in the Straits Settlements, Australia and the United States press them for payment, with the consequence that the houses here have to wire to their agencies or branches in foreign countries to remit the money back. That must necessarily have an effect on the exchange. This is better illustrated by an example. Suppose A is an exporting house. He exports 10,000 bags of beans to B and asks B to remit B then has to remit through the banks in Australia, the Straits Settlements or America, which means that the banks in these countries to get the money to meet the bills payable in favour of the exporting houses.

Although exchange is very favourable at present, there are few imports owing to the internal strife in China and the boycott movement.

Continuing, the gentleman interviewed said: "As I told you, the native banks gave a small return to their depositors and advanced the money they received at high interest to speculators. The Chinese depositors got wind of this fact, and demanded a better return, submitting that the native banks were no longer doing 'clean loan' business as they used to do previously, and utilised their deposits in share mortgages, thus locking up their money. They demanded a higher interest and threatened to make a run on all the indigenous banking institutions. This threat had a salutary effect. For the latter soon raised the interest from 10 cents daily per \$1,000, to 22 to 24 cents per day. The worst part of the thing is this—the Chinese banks have their money locked up in tin and shares, with the result that they have no other alternative but to accept the depositors' terms. There is a tremendous amount of gold being exported from here to the Straits. Within the past fortnight no less than \$3,000,000 (Straits currency) worth of gold has been sold to the Banks against shipment of gold to the Straits. When the gold reaches the Straits

TO-DAY'S EXCHANGE.

The closing rate of exchange on demand, to-day was:—

THE WEATHER.

Forecast:—Mr. Baginister:—30.05 Temperature, 71. Humidity 2 p.m. 70.

Settlements, the Chinese sell it to the Indians at a big profit. I think it is at least 80 cents to a dollar. Straits money, on the other hand, after deducting of course all charges. The Indians send the gold to India.

"Is not the export of gold to India from the Straits prohibited?" enquired our representative. "I have no idea. I know this, that most of this gold finds its way to Calcutta and Madras. This is the worst feature of this situation."

"When is the export of gold to the Straits going to end?"

"Not yet. They have large stocks here. Some more gold is coming from America. The Chinese made a lot of forward contracts with the banks here for gold shipments to America. These gold speculators find it very profitable to import gold from America, and send it to the Straits. When the metal arrives in Hongkong it is straightaway shipped to Singapore, and documents bills are sent on the merchant's own opaqueness there. This not only affects the Hongkong exchange, but also the exchange between New York and London. Because the banks in New York, when they have a bill to cash, they sell it to the Hongkong bank at a low rate. A few American banks are on 'London' money, and the rate for the bar silver higher. This explains the high rate for silver at present. Coupled with this, there is a shortage of the white metal."

"Who are the people speculating in gold here?" enquired our interviewer.

"Those who are shipping gold to the Straits Settlements are practically gold leaf dealers and native banks."

"Then you expect the market to go up higher?"

"Yes, but there will be a reaction during the Chinese New Year when the money market is generally easier and when there are less export bills. If the Chinese speculators come out and buy (because exchange is so favourable) then there will be a reaction."



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CHEERFUL LONDON.

A BICYCLE REVIVAL.

Two features of London under the strike were too conspicuous yesterday for anybody to miss. The first was the continued fine weather, which made it good to be alive, even in an unsettled world; the second, the improvement in the conditions of traffic. Besides an increasing service on the Underground, as on other railways, the streets were not nearly so choked with vehicles, so that it was not only pleasant but also quicker to get along.

In spite of one or two small mishaps, the laden tramway-car made their journeys more easily than since the strike began, while the crowded omnibuses found their own passage correspondingly facilitated. For in these abnormal days road vehicles are their brothers' keepers to a large extent. The consequence of this improvement, in alliance with much individual effort, was that workers appeared at their offices and places of business much nearer the usual time. In some offices clerks turned up at 10 minutes to 9. What this was due to the aid of the cycle cannot be said; but cycles certainly made a remarkable proportion of the traffic. Two little girls in a tramway-car coming from Streatham Common at 6 o'clock in the evening amused themselves with counting the machines passed on the way. In an eight minutes' ride they ran up the total to 185; but, as they explained to other passengers curious of the result, they missed "ever so many" when the cycles came in bunches.

One of the fastest machines on the roads out of London was an electrical "scooter." In speed it could compare with, if it could not rival, the motor-car and cycle, and possessed over them the advantage of being small enough for the rider to pick it up in a block to traffic, walk with it on the footpath to the clearer portion of the road, and there continue his career long before heavier machines were released.

But the real hero in the feat of getting to and out of London was again the pedestrian. It is as impossible to calculate how many people walk down how many roads, bicycles, which they had thought never to mount again. All that is possible is to mention one or two achievements. Among the thousands who walked home were two men of 70. One had four-and-a-half miles to go, and covered the distance in an hour and 10 minutes; the other had five, which he speeded over in an hour and a quarter. These are not cited as the best things that were done, only as a couple out of many good things.

Nevertheless, walking to work and back again is not fun to most people, however lightly they may talk of it. Few suffer so keenly from the railwaymen's holiday as the demobilized soldiers whose wounds are not yet well. Thousands of these men, who have got occupation in London and live in the suburbs could tell a painful story. One of them, with a heavily bandaged leg in no condition for contact with crowds, was obliged to wait long until he could secure with safety a seat in a tramway-car. On leaving the car he had still two miles to walk, and was hobbling along when he felt a smack on his back and heard in

his ear a voice of the kind called genial, which said, "Why, a young fellow like you should do better than that!" The voice belonged to a sturdy middle-aged stranger; and the tale is told as a hint to vigorous age which did not help to fight its country's battles in the field.

None have contributed more to the developed organization of traffic than the policemen on point duty. They can never have had so hard a task, unless it was in directing the medley of men and vehicles near the battlefields of France. Any ordinary procession is over in a few hours, during which every circumstance is subject to strict regulation. But this procession goes on hour after hour, all day long, and might easily become a mill-mill of collision and injury. The London policeman holds it in the easy, firm hand of a master of his task; while the suburban policeman suddenly called on to deal with masses of travelling folk, horses, and machinery beyond any precedent, is showing himself wonderfully competent in the emergency. It is a peculiarity of the strike that streets accustomed to almost deadly quietude have become as noisy as a highway, owing to the diversion of traffic through every convenient channel.

The taxicab and motor-car filled with luggage remain a familiar London sight. Evidently though one cannot say whether or why, it is more surprising to encounter in the heart of London men and women carrying bags and parcels and obvious strangers. At Oxford-circus, for example, one is asked the way to Piccadilly by a burdened couple who might have dropped from a aeroplane.

Somewhat has said that a hole in the road will interest a London crowd for half a day. During minor strikes the Londoner betrays this small curiosity by gazing at closed stations as though they could give him news. In this big strike it is different. The barred and grated Tubes might have been the vestiges of prehistoric troglodytes for all the Londoner appeared to care about them yesterday. The streets were as full as usual, and everywhere as animated. The only dimly perceptible falling off was in the number of women with faces pressed against the window panes and drawn windows.

For the rest, London is very cheerful, and, if it was ever impatient, has changed its ways. The courteous helpfulness of the town traveller is seen everywhere. Men remark that in a long tramp they never heard a word of abuse or anger. When the strikers are condemned—as they universally are—it is with irony rather than wrath. Yesterday morning a tramway-car was held up by a procession of railwaymen on the way to a meeting. The passengers said one to another, "Stopping us on the road now, are they? Why are we waiting? Why don't we barge through them and say the signals aren't working?" But they smiled as they spoke.

As for young London, it acents the strike as a pleasant break in the monotony of mundane affairs. The business girls of London find adventure in the chance of a lift on a petrol van or a green-roofed car. Perhaps they laugh more off the early journey than on the return, at the end of a toilsome day; but there is not much the matter with their strike spirits in any of the 24 hours.

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AND ENJOY THE
FEELING OF RELIEF
FROM PAIN

WHICH WILL COME IF YOU USE

CORRECT EYEWEAR

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9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
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MAGIC CASEMENTS.

THE REAL ROMANCE OF
SHOP WINDOWS.Edgar Rowan, writes to the
Daily News—

They miss a great experience who cannot feel a thrill on looking into a shop window. Bring to any street of shops the proper frame of mind, and you may rush up to the nearest policeman and exclaim, hoarse with wonder—

Much have I travelled in the realms of gold. And many goodly states and kingdoms seen.

There was never a shop window so poor and mean but it was a magic casement opening on fields of romance and roads of adventure. A few sticky sweets behind dingy glass should bring into the dull street a vision of plantations under southern sunshine, and you should feel the crash and swing of the rollers as the sugar boat comes whacking home across the old Atlantic.

And a window full of soap! But only good people should be allowed to look at that, and the treat should be kept for Sundays.

Is it because they have lost this gift of wonder that some make of shopping a dreary and expensive business? Lacking that imagination which should hold them hushed and reverent before the spoil of the world—treasures all steeped in romance, that men have brought home by joy and peril of adventure—they rush in as if the silks and spices were mere excuses for bargaining and commerce. It is like money-changing in a temple.

So I would have a shop window designed by men who feel that they are called to set up a shrine of wonder. Let these magic glimpses of far-off lands be fittingly framed, these romances richly and appropriately bound. At present, most of our shop windows might have been planned by creatures who make glass-cases for museums—surely the lowest and least imaginative trade practised by man.

But shops are no cold, dead museums—they are all a thrill and a throb with human interest, passion and endeavour—they are the mart of romance and the clearing-houses of adventure.

Can we do nothing better than these sheets of plate-glass set on end? Architects, who of all men should tell the truth, have conspired to create the illusion that the thousand tons of brick and stone and steel and timber of the upper stories are perched and balanced on this frail edge. It is a good trick, as a trick, but it has no truth or beauty, and it is not art.

I dream sometimes of shop windows that shall not clash and jar when a man comes to dream. Just here and there are hopeful signs—quaint and grotesque wooden carvings that frame a cigar-shop in Piccadilly, and nearly opposite the gentle dignity of a well-known bookshop. (It is a part of its charm that there are wooden benches outside this bookshop, though I have never met soul yet who dare the stairs of Piccadilly by sitting on them. One day when I buy a book in that shop I will sit on a bench outside to cut leaves, and good men who love the books they sell will explain to the crowd and the policeman elbowing through that I am harmless.)

Think what a man must feel if he is to design a shop window worth his. He has to express a sense of space and williness in far waters, where wharves and sailing boats come reeling through the ice and storm; or the dim mystery of lonely paths through forest and jungle, where the soil of the tropics is borne on the heat of men who trudge in single file to quays that overhang the river.

And yet, a task so well worth attempting—to give due honour and dignity to our shop windows, these magic casements opening on the wonders of world trade—that one would like someone to give himself to the matter.

FORMERLY OF HONGKONG.
The death is announced on Sept. 25, of Elizabeth Ann Manger, widow of Alfred Thomas Manger, formerly of Hongkong, and of Stock Hill, Gillingham, Dorset, aged 62.

NOTICES.

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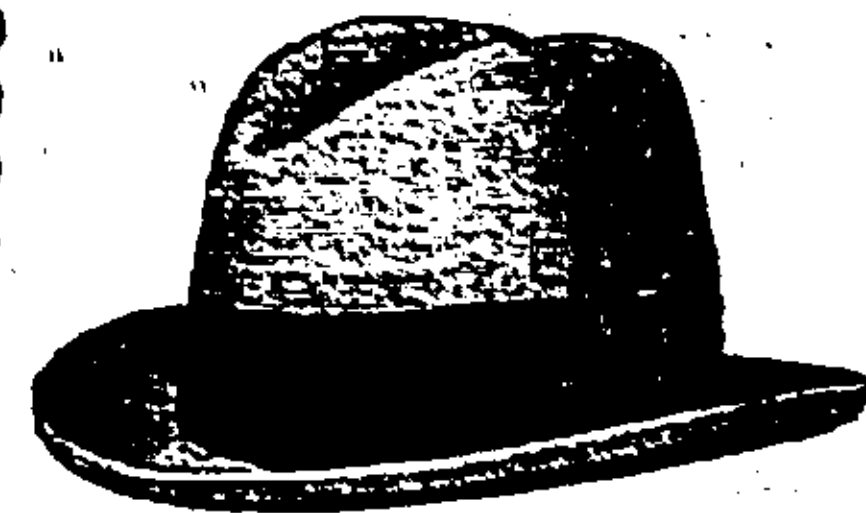
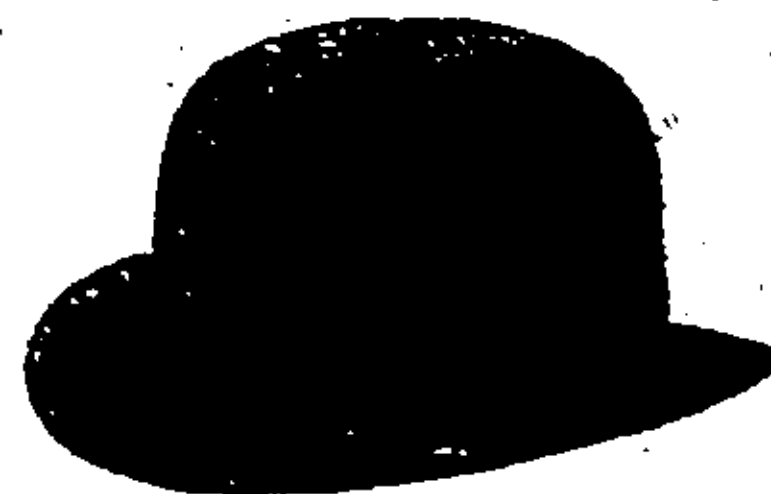
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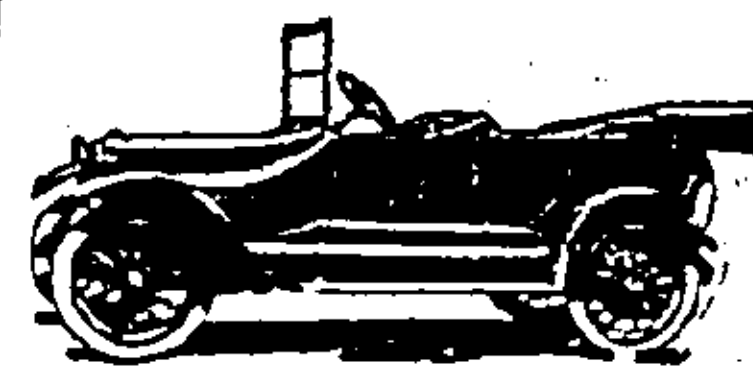
Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

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Hongkong.

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Business correspondence should be sent to the Manager.

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The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 21, 1919.

THE PEACE TREATY CRISIS.

The war has been finished for over a year and in the meantime the various nations of the world have been striving to evolve an amicable settlement of the various outstanding questions, and, in addition, to formulate by means of a Covenant a guarantee that a future world-wide war will be a thing impossible. Born of the war's endurance there has been shown an inspired desire to so alter the relationship of the nations of the earth that never again will humanity be called upon to pay in such prodigal manner for the mistakes and greed of statesmanship. But to-day a very grave international situation has arisen that threatens to make of no effect the efforts of the past twelve months. The sittings of the Versailles Peace Conference at which studious consideration was given to all the problems of readjustment, and the drafting of the Covenant of the League of Nations, which was rightly looked upon as containing the seed of future peace, is threatened to be made of no avail because the Senate of the United States of America has seen fit to pass and uphold certain reservations to the Treaty. From America the idea of a League of Nations first came, and it is indeed ironical that from America should also come its first real blow.

Reuter's telegrams yesterday brought the news to Hongkong and though there had been plenty of indications before as to how things would possibly go, the receipt of the news had a dispiriting effect. Assent to some of the principal Articles of the League has been withheld and others have been adopted with reservations that amount almost to nullification. When Reuter tells us that these reservations practically nullify the Peace Treaty it might well add that a situation has been produced which is viewed in London and Paris with much concern. And that concern is not limited to these two capitals; it is a concern that will be felt by all men who entertained hopes of witnessing the heralding in of a new era. The illness of President Wilson is a most unfortunate coincidence, increasing the difficulties of the times. It is a very poor thanks that the Senate has shown to its President, who for weeks laboured in Paris with the Allied leaders to frame what was in his own eminent wisdom a just and equitable Peace Treaty. He, at least, showed that the period of peace reconstruction should witness a modification of view on the part of all concerned for the benefit of the greater issue, and it is disappointing that American Senators had not the inspiration to follow his lead. America's attitude under the Shantung question was not altogether surprising, but it is the rejection of so much that is vital to the Peace Treaty apart from this that causes one the sadder reflection. One is forced to agree with Lord Robert Cecil that even although America decided not to participate in it the League must continue, for it represents the general world-felt desire of times.

It is essential that one should not confuse the attitude of American Senators with that of the bulk of the American people who have yet to pass their judgment on what has been done. Evidence has not been wanting to show that the opposition that has now been manifested is in large measure dictated by political antagonisms within the United States and is not the considered verdict of the nation. When the Shantung controversy was first raised the President very forcibly expressed this view and, assisted by a regular perusal of some of the leading American journals, it is an opinion that we have come to share. In the present dark situation there is this gleam of uncertain light, but the pity of it is that answer has already been made by the elected Senate of the country. Both before America's entry into the war and since, one had become accustomed to find that from the great English speaking Republic there was contributed to the problems of the day a thought marked by its vigour and clarity, and so it is that one is reluctant to accept the Senate's action as the final voice of the nation. The conducting of a country's political life on the basis of the party system is one to which we ourselves have contributed, but for any party to vent its spleen to the extent of wrecking a measure of international import and to the extent of placing a nation under a world-wide obliquity, is an action deserving of all the censure that can be heaped upon it. If time proves that this is what a group of American Senators have done, then the greater body of Americans should see to it that for the future it will be impossible for a political group, engineering its own mercenary ends, to thwart the national desire.

NOTES & COMMENTS.

ANOTHER APPEAL.

It is evident that although the war is ended, this winter is going to be one in which much help to distressed peoples will be called for. There is the movement locally for aiding the work of restoration in the devastated regions of France, with which we have the utmost sympathy, and now comes a fresh appeal for the many refugees who have been driven into Siberia by the Bolsheviks, and whose condition is pitiable in the extreme. Winter comforts are badly needed for these poor people, for whom all Allied people must feel very keenly, whatever opinions we may hold with regard to the policy of intervention in Russia. When there are many pleas for help before a community, the danger is that, in the confusion, all may suffer. But we do not think that there need be any conflict over the question as to which cause is more worthy of support—the Fund for Devastated France, or the scheme for assisting Russian refugees. From the splendid programme which has been drawn up for the former, it is apparent that a large sum of money will be secured. Not nearly so big a response is called for in the case of the sufferers in Siberia, so, from the purely monetary point of view, it ought not to be difficult to meet this latter demand without injuring the other cause.

OLD CLOTHING WANTED.

But there is another way in which the appeal made to Mrs. Stabb can be assisted, and that is by the forwarding to her of "give-aways," or old clothing, of which everyone here must have some. The supply either of old garments or a few cheap native bangles, which can be bought for about a couple of dollars apiece, would be greatly appreciated. We only need to remember the terrible severity of a Siberian winter, and the distressed condition of the poverty-stricken refugees fleeing from the Bolsheviks, to realize the great need there is for such old clothing for these people. So we trust that there will be a ready response to Mrs. Stabb's appeal, for we know that whatever assistance is given will not detract from the support given to the other causes now being brought to the notice of those who are able to help people whose lot at present is pitiable in the extreme. For it is a duty incumbent on all who are blessed with this world's goods to come to the aid of others whose happiness is placed.

TREET CONGESTION.

We notice that the Police Traffic Inspector has of late been giving attention to the congested state of the narrow strip of Ice House Street connecting Queen's and Des Voeux Roads—popularly known as "Rogues' Alley." So far as he has gone, Inspector Garrod has made a good job of it, having evolved a scheme by which all waiting rickshas are required to "line up" on one side of the thoroughfare. The result is that the congestion has been appreciably reduced, more elbow-room being available than when idle vehicles were permitted to remain on either side of the road. But, at best, this is only a partial remedy of a condition of affairs which calls for more drastic treatment. We still adhere to our view that this part of Ice House Street is no place for any but pedestrian traffic—certainly it is not the place in which motor-cars ought to be permitted. Every day there is a most unhygienic mix-up in this locality, through pedestrians, rickshas, chairs, and motor-cars endeavouring to avoid each other. We really fail to see who would be seriously inconvenienced if all vehicles passing from Des Voeux Road to Queen's Road, or vice versa, were compelled either to use Pedder Street, or Wardley Street. The loss of time involved would be infinitesimal. Of course, the whole trouble is that such a narrow roadway should ever have been constructed in the very heart of the city, but it is impossible now, for the sake of a street improvement, to pull down the substantial buildings either on one side or the other. The only reasonable solution is to restrict the use of this bit of roadway to pedestrians.

A sign-board painter whilst at work on the pillar outside 376, Shaoghai Street, Yaumati, accidentally fell from the ladder on which he was standing. He sustained injuries to the left thigh, and was removed to the Kwong Wah Hospital.

DAY BY DAY.

WISE MEN HAVE ENOUGH TO DO WITH THINGS PRESENT AND TO COME.—Bacon.

To-morrow is the anniversary of the accession of the Queen of the Netherlands (1890).

Yesterday's health returns show two fatal cases of enteric fever, both Chinese.

M. Berthelotte, the Manager of the Banque de l'Indo-Chine, returned to the Colony by the Andre Labou from Marseilles.

The following telegram was received by the American Consulate General, Hongkong, from the Manila Observatory at 7.25 p.m. yesterday: Cyclone or typhoon West of the Ladrones or Mariana Islands, moving north-west or north-north-west.

Two Chinese were to-day sentenced to one month's hard labour at the Police Court for the larceny of a quantity of brass from the Naval Yard. The metal was found carefully strapped under their jackets by a constable on duty at the gate.

For the theft of 134 lbs of brass from the Taikoo Docks, a Chinese workman was to-day fined \$25. He admitted the offence and said that the few cents he earned per day as substitute for another man was not sufficient to keep him going in the matter of rent.

A couple of evenings ago, just after the S.S. Chuen Chow had started for Macao, a Portuguese named Silva approached the master (Capt. Jones) and asked him to land him in Hongkong again, as he had only come on board to see a friend who was now then on the boat. The Captain told the man that that was impossible, that he would have to pay his fare and be taken to Macao, which was what eventually happened. This should be a warning to people visiting a ship to get off in good time.

Whilst the Fooksang was at the examination anchorage yesterday, a Chinese stowaway was discovered by the Police in the firemen's cabin. He claimed acquaintance with the ship's cook who, he stated, had called him on board to act as his substitute. He was asleep in the cabin when the ship weighed anchor and was therefore oblivious of this fact. As he had chosen the time of the departure of the vessel as the proper moment to fall asleep, the Magistrate fined him \$25 at the Police Court to-day.

A report has been made by the master of the steam launch Feiwan to the effect that whilst his vessel was passing the Kowloon man-of-war anchorage on her way from Kowloon to Hongkong the other day, she heard a commotion among the passengers and was told by them that a man had fallen overboard whilst sitting on the gunwale. In spite of a careful search being instituted, the man was not seen, and the presumption was that he had immediately after falling overboard.

The Hongkong and South China War Savings Association has sent to the whole of its subscribers the following circular:—"As the objects of this Association, which were to obtain subscriptions for the purpose of investment in securities issued or guaranteed by the Government of the United Kingdom or of any British Colony or of the Federated Malay States for financing the War, have now ceased, it has been decided to cease receiving any further monies for investment as from the 15th day of December, 1919. Interest due in respect of present holding will be paid as heretofore but will not be accepted for investment."

The Rev. Dr. M. G. Daniel, Archdeacon and Evangelist of the Assyrian Christian Church in Kurdistan, who is from the group of refugees who escaped the Great Turkish Massacre, and who lost 66 of his relatives, including three of his own children, is to lecture at the Wesleyan Methodist Church, Wanchai, on Sunday next at 6 p.m. Dr. Daniel will appear in Kurdish national costume, and will describe the Great Massacre of women and children by Turks, Kurds, and Persians. Mrs. Daniel will sing a National Assyrian Song. A free will offering will be taken at the close to help the return of the Assyrian refugees to Mesopotamia. The communication sent us on the subject concludes:—"Amen. His Majesty's Colony: God Save the King."

ROBBIE'S LETTER.

TO THE EDITOR "HONGKONG TELEGRAPH."

Hongkong, Nov. 19, 1919.

Dear Sir,

...so, as I was saying, if that hair-brained nephew of mine keeps on the outlook for railway strikes and the like to show good cause why he should give his old uncle's letter the go-by every other week, then he must take consequences. Turn about's fair play, eh? As like as no' he's chasing a bit o' skirt the now, and as there's no' close season for that kind o' sport, goodness alone knows when he's likely to stop. Of course I had a letter as usual from Janet—by aeroplane if you please—wif nearly half-a-crown's worth o' stamps strung along the envelope and looking like a Russian General's coat. Of course what a man writes to his wife is never a thing to be made light of, but you believe me she got the rough side of my tongue this week-end. Talk about throwing good money after bad! Fancy spending all that money on stamps to carry a two-page letter, the principal contents of which, aside from her instructions about my winter flannels, was nothing but about the H.C.L. (High Cost of Living)—Ed. Hongkong Telegraph. Ay, she's now reduced to 6 oz of sugar a week, 1½ oz of mechanical butter, and milk dear enough to prevent any respectable cow from looking a body fair in the face. Too bad, ay, true, but I ask ye, is throwing away money on the Post Office and incidentally encouraging aerial suicide likely to mend things? As for yon flannels, I've been through a my boxes and drawers and they're just about as noticeable as the Mothercraft in this Colony that some misguided woman was writing here about the other day. "By their amahs ye shall know them," ay, true, and by the same token if my cookboy is to be trusted it was our late amah that pinched yon flannels or I'm a Dutchman—that is if he didn't bone them himself. For that matter, at the moment of writing some of his own misgotten progeny Canton side, little more far, may be from 'too much hot inside' all along of them same flannels. Well, as it is, it doesna' matter a curse for it's the sterling price of a drink at to-day's exchange to a sour apple that I wouldn't have worn them anyhow, but that doesna' help me when it comes to answering Janet's half-a-crown chit for I'll need to tell a lie in any case. No a deliberate lie, mind ye. I'll just mention how itchy flannel is next the skin. That'll satisfy her. Janet's one of those kind that thinks that a thing must be uncomfortable to do you good. Talking about that reminds me how it came about that I thought about writing ye this week instead of to that chicken ghiser of a nephew o' mine.

Ye see, though my mail last week was a thin one, I got a couple of communications that made me mad clear through and through. Mind ye, I'm a fairly broad-minded sort of chap—of course a man canna' help his nationality—but taking it by and by I've been estranged long enough from porridge and the Kirk to be able to give and take wif the best o' them. But when the missis of a bawdy house in Hollywood Road takes to sending me a printed invite to call round and have some music and refreshment and, by inference, inspect a few recently imported griffins, me, who was once nearly an elder of the Kirk and sometimes helped every second Sunday to collect the rivets when the anthem was being sung—well I think it's a bit too thick altogether. Sweet are the uses of advertisement, ay, may be. Some folks and newspapers think that the best way to advertise nowadays is to be vulgar, but I'm getting to be a bit too old to be caught wif that kind o' chaff. I think the Police should put a stop to this sort of thing. I grant you that nowadays it may be the unalienable right of women to have Life, Liberty, and the happiness of pursuit, but when social R.S.V.P.s and the local directory are brought in as aids, then it's time these immoral harpies were told just exactly where they got off at in this Colony. As it is, I was mighty glad that Janet was far away wrestling wif the H.C.L. but ye don't need the imagination o' an O. Henry to visualise what would have happened if the like of Macpherson had got one o' yon letters. Let me tell ye that for cold storage virtue Mr. Mac's in the super-dreadnought class. The discovery o' yon invite in

Mac's office-going jacket would have divided his home more effectively than the best Gold Medal Cream Separator ever invented and put on the market. And mind ye, Mrs. Mac wouldn't have been altogether to blame. When it comes to cases like this, most women reverse the process of nature and commence thinking wif something just above their waist line. That's only natural wif good womenfolks. When man began to be civilised the first thing he did was to invent two names for the same thing. The most intimate facts of life became, through civilization, merely certain physiological functions. The more civilised we get the more nasty the original name sounds. That's how modesty is developed. As the process spreads we shudder all the more at the mere mention of realities. Womenfolks, being more natural than men anyway, never get away from first facts, maskee the casuistry of man. When they present a thing they do so with immense emphasis. That's how the Mrs. Macphersons of this life keep the social fabric together. In this respect they are as unapproachable as the cat is among so-called domestic animals. Wif them there's no such thing as equality, and quite right too. So long as a man can change his affections or go where his lust leads him, it is the woman who will suffer both physically and mentally. To expect womenfolks, therefore, to be broad-minded wif regard to bawdy houses, it's to expect too much. It's unnatural for one thing.

That it may be perfectly natural for a man to be a hunter and feel polygamous on occasion may also be true, but like lots of other "natural" instincts these feelings need more warrant than the mere statement in order to defend them, otherwise the effects of marriage and civilization are as naught in the scale. Between you and me and the gate post though, a man has his work cut out plenty in combatting these "natural" instincts without the added provocation of a printed invitation to set his thoughts and his feet in their direction. Coming from a man, what I'm about to say, may sound like sheer hypocrisy, but if for no other reason than that such a departure is openly defying convention, is offending good taste and likely to cause domestic strife, then I say again that effective steps should be taken in order that respectable folks in this Colony should not be open to gratuitous insult. That there are another dozen reasons why the bawdy houses in Hollywood Road should be done away wif, goes without saying, and when I'm at it I've a mind to give you some o' them. Manlike, I'm selfish enough to think o' my own kind first. Let us rid our minds of cant, Man. I ask ye, in the first place, is the game worth the candle? It's a rotten game at the best and any good that's in it wouldn't turn a hair-balance the 10,000th part of an inch. It's the rottenest kind of game, played ever so slow, either morally or physically that was ever invented. Who ever came away from the "line" on a bright summer's morning, or any other kind of a morning for that matter, and who didn't heartily loathe himself? The only point in his favour is that more often as not he was drunk or partially so when he went there. Mind ye, it's no' so much the immoral aspect of the thing I'm looking at, as that connection the law—the law of the harvest that is—looks after him. When a man reaps he shall also sow—When he sows he reaps the same kind that he sows more than he sows. This applies to wild oats as well as to the kind sown on the farm. That and nothing more.

Now, is it no' a perfect disgrace that we should have places in this Colony that young lads, married men and grass-widowers can go to simply because their back teeth get slightly awash and falling into a chair seems the easiest thing to do at the moment? There, in unlicensed bawdy houses, they get more drink and incidentally contract, among other things, big chits. If the Police had instructions to enter these illicit drinking houses and arrest the drinkers without fear or favour there would be fewer sore heads of a morning, mind, I'm telling ye. Looked at from no other standpoint, it's a perfect disgrace that such places, run principally by hard-nerved and chewing-gum-chomping, should be allowed to keep their doors open. That brings me to another thought on the subject. Nearly all these "girls" (save the mark) are American in nationality—no Englishwomen need apply. If you happened to be a young American mitro, newly come to the Colony, how would

HAT SNATCHING.

A WANCHAI NUISANCE.

On several occasions it has been reported in the public Press that there is a gang of Chinese at Wanchai who are reaping quite a nice harvest by means of snatching felt hats off the heads of those riding in rickshas along Praya East, and they are just as busy at the game, despite the fact that one of their number was recently caught by the Police.

We have heard of how a European motor-cyclist was proceeding along the Praya the other evening at a moderate pace when from out the shadows by the timber yard on the harbour side a Chinese dashed into the road, seized the rider's hat and instantly made off. By the time the rider had pulled up and turned round, the thief was out of sight, probably doubling round some of the side streets, eventually to find refuge with other members of the gang. It meant a hatless ride home for the cyclist.

Another European, riding in a ricksha a few nights ago, was on the watch, because he had heard of what had been happening. He, too, was passing the timber yards when he saw some one moving in the shadows. A dive was made for his hat, but, swinging round, he managed to get a very square blow into the face of the would-be thief. So soon as he could get the ricksha puller to stop, he alighted but the man out for cheap hats had gone.

This hat-snatching must seem to the gang running it a very simple business, for by the time it ordinarily takes to stop a ricksha (one can only shout "man, man," or "sung," and knock the mud-guard) the man with the hat has had plenty of time to get clear and lose himself in the side streets.

The police must know of what is going on and it seems a little surprising that the gang can still carry on this petty and annoying pilfering. The police know best what remedy could be taken or how best to stop this game, and in fairness to residents who have to pass this way everything possible ought to be done. It's not very funny to lose a new felt hat at present day prices.

Ye like to feel that it was only women of your own nationality that had the practical monopoly and privilege of catering to the licentious whims of the Colony's white population? I wonder has Consul General Anderson done anything or has anything to say in the matter? The sooner he registers a kick the better. I don't quite know what order of precedence the Church of England Bishop has among the officials in the Colony, but has he yet got the new Governor's ear on this subject? If Kirk Macdonachie would give us a little, less about the Seven Churches in Asia and more about the harlot in our midst, he would be a bit more up-to-date besides being better understood. I would also commend to the attention of the new Governor a perusal of the police files containing the photographs and particulars of over two dozen night hawkers for the deportation of whom his predecessor in office, Sir Henry May, was personally responsible.

Aye, I know all the arguments against, thanks; the "sly brotchels" argument, the "safety valve" argument and the "climate" argument and the "Liberty of Subject" line of talk. I know another half dozen equally archaic reasons why these women should stay, but every man in this Colony knows at least two very good reasons why these places should be shut up, and the sooner it's done the better. Aye, I know it's easier said than done. Moses doubtless had a hard time convincing the Israelites that the Ten Commandments would work.

There's two things needed to root this business out good and proper. First, let the Government get busy, wif no interested jockey in its midst butting in, and, for a good second, let the Banks, Police and the Big Firms lift the ban as to the time they expect their employees to marry. If an employee is not earning enough money to keep a wife then he's overpaid for all the good he is.

More marriages is one of the cures for bawdy houses, but I'd have them cut out first just to make sure.

Wif regard to the other chit I spoke of—that if it can't keep for another week or two.

Yours truly,

ROBT. MACWHIRTER.

[As it is possible that "Mr. Robt. MacWhirter" may shortly be leaving the Colony on a business trip, he has warned us that his contribution may in future be less regular than hitherto.—Ed. H.K.T.]

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KOWLOON NOTES.

It is gratifying to learn that the Kowloon movement is being quickly but steadily advanced. A circular has now been issued with the object of getting together those in sympathy with the formation of a Residents' Association for Kowloon and the Mainland, and already widespread support is promised such an organisation.

Reference is made in the circular to the exceptional measure of attention given in the recent Budget discussions to Kowloon questions, and the opinion is expressed that the time is opportune for the formation of an Association "to secure the betterment of conditions of residence and promote further the interest already awakened." The intention is to call a meeting, when sufficient names have been received, to constitute the Association. Meantime, those interested are asked to communicate with Mr. B. L. Frost.

From the ready manner in which names have already come in, it is evident that Kowloon residents intend taking a deeper and more direct interest in Kowloon matters. There are great opportunities for concerted action by members of such an Association, whose opinions are bound to carry more weight than individual representations either to the Government or in regard to house rentals to landlords.

One frequently hears opinions being expressed about the Star Ferry time-table, and of possible readjustments which might be made for the benefit of the large business community now residing on the peninsula. A reader quotes his experiences on a recent morning to show that improvements are needed. He says he just missed the 8.50 a.m. ferry, had to wait for the next incoming ferry which arrived at 9.3 a.m. and which left for Hongkong at 9.4 a.m. and arrived on the other side at 9.12 a.m., the total time from his arrival on the Kowloon pier to his reaching Hongkong being thus close on 22 minutes. He asks why a boat cannot be put on at 8.55 a.m., seeing that on Saturdays a special ferry is put on at Hongkong, for the benefit of golfers, at one o'clock. What has the Company to say about it?

Whilst mentioning the Ferry service, we wonder when the Company intends reserving the upper decks of the ferry boats for passengers only? The available space is small enough in all conscience, yet when a train comes in, the Chinese passengers therefrom pile up their baggage on the decks until there is hardly room to move. Some of these Chinese appear to carry about the whole of their household belongings with them. The lower deck is the proper place for such luggage.

Somebody has asked us why so many Kowloon people turned up at the Frayley show on Monday, when "Scandal" was staged. We don't know. Why go to Hongkong for "Scandal" anyhow? Isn't there enough of it in Kowloon?

In last week's Notes, we made some mention of the s.s. War Sepoy lying idle so long in harbour. "One Who Knows" now writes us as follows:—"Kowloon residents ought to have sense

enough to know that an offer sent out to the China Station would only be for Government use, when there is a large sailing wharf at Shanghai. I am sure the Government and shipping companies are not desirous of leaving ships idle if it can be possibly avoided. Isn't it about time we had that Business Government?

To-day is quite a Red Letter Day in the history of the Kowloon Cricket Club. For His Excellency the Governor, Sir Edward Stubbs, K.C.M.G., is making his first visit. The occasion is the annual sports of the Kowloon British School and His Excellency, who, with the Hon. Mr. Claud Severn, C.M.G., Mr. E. R. Ropes, and Mr. K. M. Dyer, is a Patron of the event, will attend to distribute the prizes. There are no fewer than twenty events being competed for, and the Kowloon school children are certainly lucky in having such a fine ground on which to enjoy this much looked-forward-to day of the year.

We referred some time ago to the golf competitions now in progress at the premier Kowloon club and matters have now reached an interesting stage. The semi-finals in the Thomson Cup event have to be concluded by Sunday. The semi-finalists being Gray and Parks, and Elson and Nicoll. The pen-ultimate round of the two-ball foursome for the Owens Cups has to be played off before Sunday week, those left in the competition being Davidson and Nicoll who meet Gerrard and Edwards; and Brown and May who play Stevens and Gray. On this latter date the second round of the Victory Cup for competition between those members of the Club who have returned from active service, will also have to be completed. The competition is progressing well, Elson already having reached the semi-final. It will thus be seen that there is plenty of interest to golfing members now going on over the King's Park course.

But there is even more to interest golfers and that is "Mac's" Cup, which has been offered by a gentleman who is very modest and does not want his name mentioned and which is for competition between members of the Kowloon Bowling Green Club and the K.C.C. There has been publicly spoken of a suggestion to bring these two Clubs into a closer relationship and this competition is further evidence of the ties binding the two. Those who intend playing are reminded that entries close on Sunday week, November 30.

All the same, we hear that the members of the Bowling Green Club by no means look with favour on the proposal for amalgamation and that the K.C.C. have been notified accordingly. The Bowling Green Club has no intention of losing its distinctive status by merging itself into any other organisation.

When the Kowloon Cricket Club plays the Hongkong ditto at cricket there is always a keen and exciting game looked forward to. On Saturday Kowloon's first string will be at home to the Hongkong eleven in a friendly encounter, and the second teams of both Clubs will be simultaneously playing on the Hongkong side. It would be interesting if one could get a history of past results in connection with the meetings of these

FOOTBALL.

H.K.F.C. v. POLICE.

The Club team for the above match on Saturday, on the Club Ground, kick-off at 4 p.m., is:—G. S. Rodger; F. Black and J. McCubbin; M. L. Railton, J. Stewart and J. Rodger; J. B. Hamilton; H. M. McTavish, J. W. R. MacPhail, D. Reichelmann, and E. Riis.

KOWLOON v. I.R.C.

The following will represent the I.R.C. in their League match against Kowloon on the Navy Ground, kick-off at 2.30 p.m.:—C. G. Marker; Ali Salim and B. A. Hyder; M. S. Hartman (Capt), Izan Rahman and N. Rumjahn; G. Mahome, A. O. Maker, A. L. Andree, O. Rumjahn and S. Rumjahn.

HONGKONG CLUB v. UNITED F.C.

The following will represent the Club on Saturday on the Military ground, kick-off at 2.30 p.m.:—McKenzie; Dickie, (Capt) and A. N. O'Brien; Ireland, Weyman and Carriere; Borsen, Pilger, Young, McKenzie and Meffar.

UNION CHURCH.

THREE QUARTER CENTURY FUND.

"Wellwisher"	\$1,000.00
Four young men baptised in Union Church each	1,000.00
Mr. A. Rodger	500.00
"Spero"	300.00
Mr. & Mrs. C. C. Hickling	300.00
Mr. A. R. Austin	200.00
Rev. J. K. Macdonachie	100.00
Mr. E. J. Chapman	100.00
Mr. J. B. Chapman	50.00
Mr. H. M. McTavish	20.00
Mr. E. B. Cubey	30.00
Mr. Walter Brown	30.00
Mr. Wm. Dickson	27.69
Mr. J. C. Ferguson	25.00
Mr. W. Fraser	25.00
Mr. P. Plager	25.00
Amounts already acknowledged	3,500.00
	\$7,262.69

two clubs. As representing the best among the cricket teams of the island and the peninsula there is a natural keenness of rivalry. The match at Kowloon should be well worth seeing.

To-morrow will be a gala day at the Kowloon Bowling Green Club, for the members will be "at home" to their friends, also the members and ladies of four other bowling clubs of the Colony. The finals of the various competitions held during the season will be played off and as a few of the old and seasoned players are out, the younger men are determined to give a good account of themselves. Players from each of the other clubs will play rink games for spoons, and this should add to the success of the afternoon. The games will start at 3.30 p.m. prompt, and during the afternoon tea will be served on the Croquet Lawn, by the ladies of the Club.

The tennis tournaments in connection with the Wigwam Club are now in progress, several singles ties have been played off, including some Championship events. The doubles events are, however, hanging fire. Members are reminded that all first rounds, excepting Championships, have to be completed by December 15th.

We have heard of cricketers dreaming strange dreams. In the fantasies of sleep there have been "bat tricks" performed galore; men have heard the roars of applause that greeted the compilation of their second century in one match; and then they have generally awakened to find that they will be late for the office.

But the wonders of dreamland have been surpassed—at least on paper. According to the *China Mail*, Fletcher of the K.C.C. bowled one "over" last Saturday, had no runs knocked off him, bowled 21 "maidens" and took four wickets! It sounds a bit like a dream, doesn't it? Brawn bowled "seven" "overs," 28 of which were "maidens," taking four wickets for no runs. Lobel, Carr and Railton did equally surprising things. But readers, don't believe it, for, alas, it isn't true. A Chinese compositor must have been dreaming, not the players. It's all his fault. He committed the heinous crime of putting an "M" where he should have put an "R." Verily, a newspaper's responsibilities are great.

NOTICES.

DAIRY FARM NEWS.

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Our present stock consists of specially selected birds which are in prime condition and should give every satisfaction.

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TO SAY THEY ARE ILL, DREAD-
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BY BABY'S OWN
TABLETS.

It is pitiful to know that children often conceal the fact that they are feeling ill from pure dread of the horrible, nauseating, gripping medicines given them to make them well. Castor oil is a nightmare to some children.

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CRICKET.

I.R.C. v. ROYAL NAVY.

The following will represent the I.R.C. in their League match against the Royal Navy on the I.R.C. ground on Saturday at 2.15 p.m.:—A. H. Rumjahn (Captain), A. el Arculli, S. H. Ismail, S. D. Ismail, G. C. Earde, A. A. Rumjahn, S. A. Ismail, D. Rumjahn, E. A. Mocsdeen, N. M. Bux, and A. R. M. Samy.

Ingredients, and to be absolutely harmless. Recommended for the prompt relief of colds, and as a remedy for infantile indigestion, constipation, colic, diarrhoea, simple fever, teething troubles and worms, they are a blessing to worried, tired-out mothers, quickly bringing natural, peaceful sleep to pain-racked infants.

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(COMPANIES INCORPORATED IN ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN
GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.

SAILINGS

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DILWARA	3,500	16th Dec.	Straits, Ceylon & Bombay.
NOVARA	7,000	19th Dec.	Marseilles & London direct.

BRITISH INDIA-APCAR SAILINGS (South)

ARRATOON A.	4,500	23rd Dec.	Straits, Rangoon & Ceylon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	27th Nov.	Manila, Timor, Sandakan, Thursday Island, Queensland Ports & Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

NOVARA	7,000	21st Nov.	Shanghai, Kobe & Yokohama.
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WIRELESS ON ALL STEAMERS.

Passenger Messengers not more than 12 1/2 N.T.M. will be received at the Company's Office up to noon on the day prior to sailing.

For Passage Rates, Handbooks, Freights etc., apply to

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Agents.

CPLOS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Japan, Korea, & Yokohama)

FROM HONGKONG TO VANCOUVER

Steamers	From Hongkong	Due
Empress of Japan	Nov. 19	Dec. 10
Empress of Asia	Nov. 27	Dec. 15
Empress of Russia	Dec. 5	Dec. 22
Monteagle	Jan. 9	Jan. 27
Empress of Japan	Jan. 14	Feb. 4
Empress of Asia	Jan. 22	Feb. 9
Empress of Russia	Mar. 10	Mar. 31
Empress of Japan	Mar. 11	Mar. 29
Empress of Russia	Mar. 22	Apr. 15
Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	May 5	May 24
Empress of Russia	May 6	May 24
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 30	July 21
Empress of Russia	July 1	July 19

Passage Fare includes to United Kingdom.

From	To	Fare
London to Japan	1st Class	£100.00
London to Japan	2nd Class	£60.00
London to Japan	3rd Class	£40.00
London to Japan	4th Class	£20.00
London to Japan	5th Class	£10.00

For Rates and other information apply to

HONGKONG OFFICE.

Telephone No. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUN HIN BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA"	Tuesday, Dec. 2nd.
S.S. "ECUADOR"	Wednesday, Dec. 31st.
S.S. "COLOMBIA"	Wednesday, Jan. 28th.

ALSO

The following U.S. Shipping Board vessels

Steamer	Sails from Hongkong	Due at San Francisco
"WEST INSKIP"	Oct. 25, 1919.	Dec. 17, 1919.
"WEST CADDOA"	Oct. 30, "	Dec. 24, "
"WEST CONOB"	Nov. 1, "	Dec. 26, "
"WEST VACA"	Nov. 10, "	Jan. 3, 1920.
"WEST KADOR"	Nov. 20, "	Jan. 10, "
"WEST NERIS"	Dec. 28, "	Feb. 12, "

Cargo carried on through bills of lading to Baltimore, Havana, Central and South American ports.

For further information apply to:

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SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
KASHIMA MARU (Omitting Manila) Sat. 13th Dec. at 11 a.m.
FUSHIMI MARU (via Singapore, Penang, Colombo, Suez
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.
TAMBA MARU Friday, 28th Nov. at noon.
MISHIMA MARU Friday, 12th Dec. at noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
TANGO MARU Wednesday, 24th Dec. at 11 a.m.
MURORAN MARU Thursday, 25th Nov.
NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.
TOKIWA MARU Wednesday, 26th November.
SOUTH AMERICAN PORTS via Cape.
BOMBAY & COLOMBO via Singapore.
TAMA MARU Thursday, 27th Nov.
SHIMOYU MARU (Bombay direct) Tuesday, 2nd Dec.
TOTOJI MARU Friday, 5th Dec.
CALCUTTA & RANGOON via Singapore & Penang.
NAGATO MARU Tuesday, 25th Nov.
MURORAN MARU Thursday, 4th December.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU Friday, 21st Nov. at noon.
NIKKO MARU Saturday, 20th Dec. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
KITANO MARU Tuesday, 25th Nov. at 11 a.m.
TOKUSHIMA MARU Saturday, 29th Nov.
ASIA MARU (Kobe only) Tuesday, 2nd Dec.
INABA MARU Thursday, 11th Dec. at 11 a.m.
EXTRA SERVICES—(Marseilles, Liverpool, Antwerp, Rotterdam
Hamburg etc).
TATSUNO MARU (London, Antwerp & Hamburg) Sun. 23rd Nov.
TATSUNO MARU (Marseilles & Liverpool) Thurs. 4th Dec.
DURBAN MARU Middle of December.
(London, Antwerp, Rotterdam & Hamburg).
PENANG MARU (Marseilles & Liverpool) Beginning of Jan.
For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	2,500	24th Nov. (from Kobe).
KOREA MARU	2,500	24th Dec. (from Yokohama).
NIPPON MARU	1,100	15th Dec.
TENYO MARU	2,500	15th Jan.
SHIKO MARU	2,500	15th Feb.
PERSIA MARU	2,500	3rd Feb.

(Omitting Shanghai).

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINAS CRUZ.

BALEGA, CALLAO, AMICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO PEENOS AIRES.

Steamers. Leave Hongkong.

SEIYO MARU

Passengers are accommodated with the Canadian Pacific Ocean Services Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan, free of charge.

For full information as to rates, sailings etc. apply to

T. DAICO, Manager

KING'S BUILDING.

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CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 19,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" "NILE" "CHINA"

Jan. 13th, 1920. Dec. 20th, 1919. Nov. 22nd, 1919.

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UNITED KINGDOM AND CONTINENT.

For London & Antwerp

For particulars of sailings shippers are requested to approach

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or to REISS & Co. Canton

Hongkong, 10, Apr. 1917.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

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SHIPPING NEWS.

THE TRADE OF DUNKIRK.

On September 1, the British Admiralty evacuated the naval base at Dunkirk. The extra space thus available for the trade of the port will be very welcome as the cargo arriving reaches the formidable total of 67,000 tons per week, and on August 30 arrivals had so far exceeded the evacuations inland that 178,392 tons of goods were encumbering the docks. The difficulty is the lack of railway wagons, locomotives and labour.

CONGESTION ON TYNESIDE.

The North of England Steamship Owners Association recently considered an intimation that no coal can be loaded for France or Italy until a few days afterwards. They decided to send telegrams to the various controlling authorities protesting and pointing out that work at the docks is almost at a standstill. There were 12 vacant berths in Tyne Dock and 43 ships waiting cargo, and 22,000 tons of coal at the docks and 50,000 waiting loading from the colliery sidings. If exporters are not allowed to deal with the tonnage Labour troubles are feared.

GERMAN SHIPPING CLAIMS.

The German shipping companies have presented to the Government an enormous compensation claim in respect of the ships lost through the war and those surrendered to the Allies, and negotiations are now proceeding on the question. The Berlin correspondent of the "Frankfurter Zeitung" states that it is scarcely to be assumed that this account, especially as it is put forward in gold marks, can secure full recognition. On the other hand, the prospect is held out to the shipowners of being paid the peace value of the ships by way of an advance. This amounts to about 1,500,000,000 marks. Several companies have not struck a balance sheet since 1913, and others since 1916.

SURVEYING THE YANGTZE.

In its leading article this week *Shipping and Engineering*, referring to an important resolution adopted at the British Chambers of Commerce meeting here last week, with regard to navigation of the Yangtze states: "It would appear that at last action is going to be taken with regard to the adequate surveying of the Yangtze and the placing of additional navigation in the way of boats and lights. In adopting such an important resolution for aiding the safe navigation of the Yangtze, the British Chambers of Commerce will certainly receive the thanks of shipping firms and shipmasters concerned with the operation and navigation of vessels on the Yangtze. It is to be hoped that this resolution will be carried at any cost and the Chinese Government be forced to take action on a question that affects the primary interests of the Yangtze trade."

CHINA COAST GAZETTE.

Mr. W. E. Earle, from reserve, has gone supernumerary second officer, Kaiping. Mr. H. F. Wilson has been appointed supernumerary second officer, Poyang. Mr. J. J. Jordan, from reserve, has gone chief officer, Huichow. Mr. J. Rees, acting second officer, Singan, is on reserve. Mr. N. Hardie, from reserve, has gone second officer, Singan. Captain A. Stott, of the Hsin Peking, is on leave. Mr. A. Edwards, supernumerary chief officer, Hsin Peking, has gone acting master, same ship. Mr. R. Kettwell, from reserve, has gone second officer, Hsin Peking. Mr. R. Browne, third engineer, Shengking, is on reserve. Mr. S. Vaughan, from leave, has gone second engineer, Shengking. Mr. S. B. Dickinson, third engineer, Hsin Peking, has gone third engineer, Fengtien. Mr. S. P. Messer, from leave, has gone supernumerary second officer, Hangsang. Mr. L. A. Jackson, third officer, Hangsang, is on reserve. Mr. J. T. Platts has been appointed second officer, Yuensang. Mr. S. M. Barling has been appointed second officer, Fatshan. Mr. H. L. Paquette has been appointed third engineer, Luenho. Mr. J. Rennie, third engineer, Suifu, has gone acting second engineer, Kutwo. Mr. W. Bowden, second engineer, Kiangwah, has gone second engineer, Kiangteen. Mr. T. W. Harvey has been appointed fourth engineer, Hsinming. Mr. J. P. Starling, chief officer, Jehanjir, has resigned. Mr. G. Edwards, second officer, Jehanjir, has resigned. Mr. R. E. Smith has been appointed chief officer, Nancy Moller. Shipping and Engineering.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SOURABAYA & SAMARANG	Taikoo Wan	22nd Nov. at 4 p.m.
SHANGHAI & TSINGTAO	Teian	22nd Nov. at 4 p.m.
SWATOW & BANGKOK	Kwangse	25th Nov. at 9 a.m.
SHANGHAI	Swiyang	25th Nov. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, amusements, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wonsung.

BANGKOK LINE.—Weekly service to and from Bangkok & Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Nov. 20, 1919.

Agents.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TTSIN via W'wei & C'foo	Chipsing	Sat. 22nd Nov. at d'light.
SANDAKAN	Hinsang	Tues. 25th Nov. at noon.
KOBE	Chaksang	Wed. 26th Nov. at 5 p.m.
SHANGHAI	Tungshing	Wed. 26th Nov. at d'light.
SHANGHAI	Kwongsang	Thurs. 27th Nov. at d'light.
STRAITS & Calcutta	Kwaisang	Mon. 1st Dec. at 3 p.m.
KOBE	Laisang	Fri. 5th Dec. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Despatching from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasion, calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAI PHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong, where inducement offers.

JORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having ample accommodation for passengers and cargo.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin calling at Weihaiwei and Chiao.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiching	A. H. Stewart	FRI. 21st Nov. at 1 p.m.
Guinnebaug	Medina	WED. 26th Nov. at noon.
Haichong	J. W. Evans	FRI. 28th Nov. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	23rd Nov.	28th Nov.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fare: Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about 6th December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALPS MARU" End of November.
"AMUR MARU" End of Dec. or early Jan.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SEATTLE MARU" Tuesday, 25th November.
"SUMATRA MARU" Middle of December.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
"SAIGON MARU" Saturday, 29th November.
"KASADO MARU" Friday, 7th Dec.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"ANNAM MARU" Monday, 1st Dec.

SYDNEY & MELBOURNE—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.

"KUNAJIRI MARU" Thursday, 11th December.

VICTORIA & VANCOUVER—Tacoma via, Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" (Calling at Shanghai) Saturday, 22nd Nov.
"CANADA MARU" (Calling at Manila) Thursday, 27th Nov.

KEELUNG via SATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

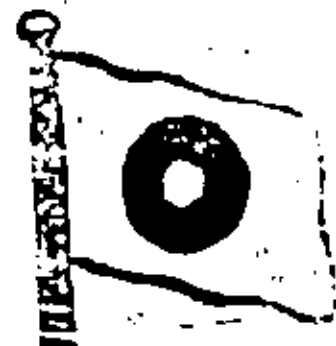
"AMAKUSA MARU" Sunday, 23rd Nov.

JAKAO via SATOW & AMOY.
"SOSHI MARU" Thursday, 20th Nov.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
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Taking Cargo on through Bills of Lading to Pacific Coasts Japan, China, India, Java, North and South America, also to Mediterranean.

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M. HASHIMOTO,
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STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Kobe, Japan and Hongkong.

Operating the following Far Eastern service for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For SAN FRANCISCO For SEATTLE

"ELKHORN" 25th Nov. "BRAVECOVER" 20th Dec.

Also "West Cajon", "West Helix", "West Hallow", "West Lark", "Western Glen", "Bakerfield", "Bravecover", "Debut", "Editor", "Halloway", "West Cactus", "West Segovia", "West Tipton", "Halloway", "Vinita".

Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.

HONGKONG OFFICE: 1st floor, Powell's Building Tel. 3008.

L. EVERETT, Vice-Pres. E. A. NELSON, General Agent.

For New York

AMERICAN ASIATIC S. S. CO.

S. S. "ARABIAN PRINCE"

will be despatched for New York via Panama Canal about end of December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER	SAILING DATE
"MELVILLE DOLLAR"	28th November.
"HAROLD DOLLAR"	11th December.
"BESSIE DOLLAR"	15th January.
"MELVILLE DOLLAR"	5th February.
"HAROLD DOLLAR"	10th March.

FOR SAN FRANCISCO.

"WEST IRA"	30th November.
"WEST HEPBURN"	5th December.

Through Bills of Lading issued to all parts of United States or Canada.

FOR NEW YORK VIA CUBA.

"M. S. DOLLAR"	5th December.
"GRACE DOLLAR"	15th January.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR " 792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.
hence about 20th November.

S.S. PERSIA. S.S. AFRICA.

For freight or passage apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Obtain S. S. Co., Ltd., & Oceanic Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

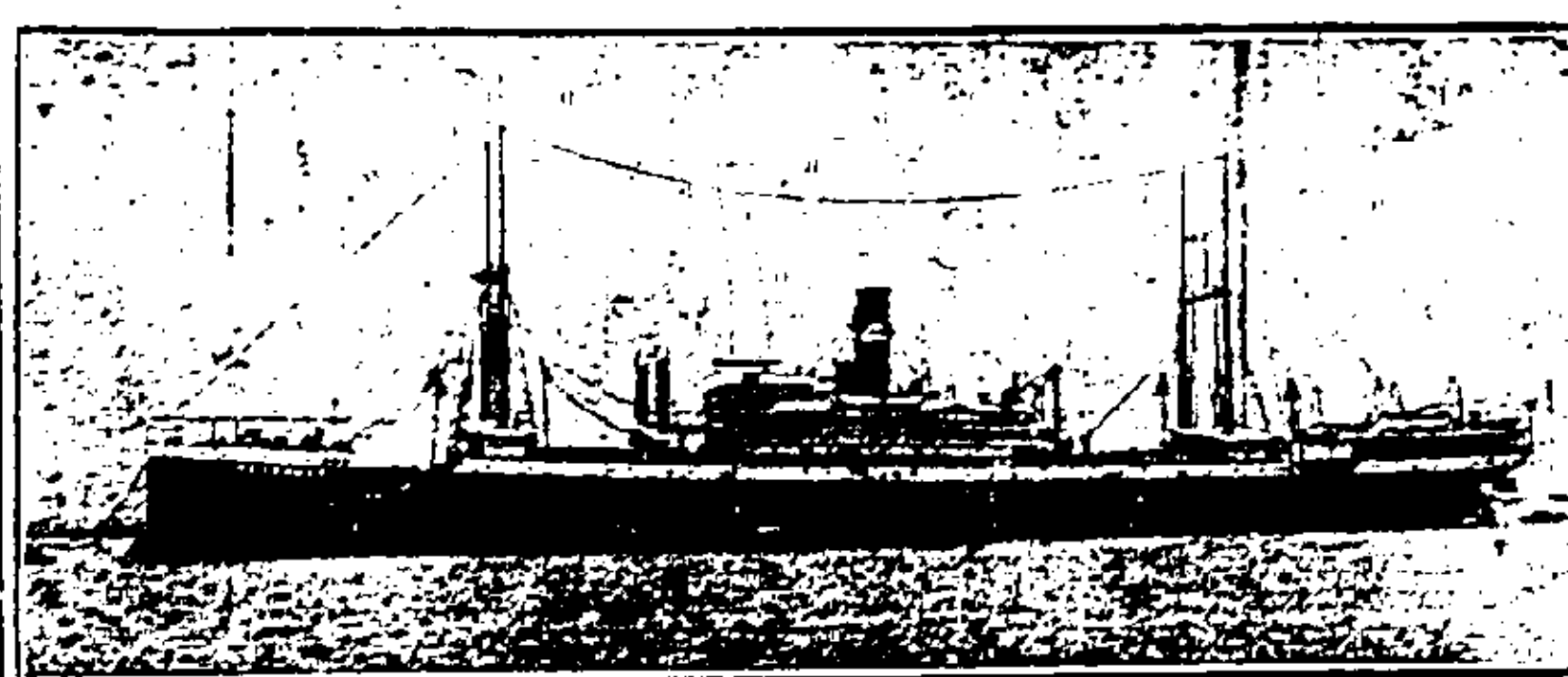
"City of Newcastle"	via Suez	23rd Nov.
"Eurylochus"	via Panama	25th Nov.
"Knight Templar"	via Panama	23rd Dec.

Passenger proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjitaroem	Java	21st Nov.	28th Nov.	Shanghai
Tjikembang	—	in port	30th Nov.	Singapore
Tjikini	Japan	4th Dec.	6th Dec.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified 'surgeon'. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETHERLANDS INDIA, MANILA,
HONGKONG & SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

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York Buildings.

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PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers:

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"ERIDICOTT"	About Nov. 28	"CITY OF SPOKANE"	Jan. 5
"ELKTON"	Nov. 29	"ICONIUM"	Jan. 20
"ELDRIDGE"	About Dec. 14	"SEATTLE SPIRIT"	Feb. 1
"EDMORE"	Dec. 24	"WHEATLAND"	Feb. 15

For PORTLAND direct.

"WARAN"	About Dec. 19 h.
"WAWALORA"	Dec. 25th.

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone No. 2475 & 2478 5th Floor, Hotel Mansions.

THE U. S. SHIPPING BOARD.

S. S. "WYTHEVILLE"

Will be despatched for

NEW YORK

via Suez

Late November

For freight space and particulars apply to

THE ADMIRAL LINE

AGENTS.

Telephone No. 2477 & 2478 5th floor Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 17th Dec. at 3 p.m. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

Agents.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. NAGATO M. (Calcutta Line.) left Kobe for this port via Osaka and Moji on the 16th Nov. and is expected here on the 25th Nov.
The R. M. S. EMPRESS OF ASIA arrived at Shanghai on 17th, left there 19th Nov., 11.30 a.m. and is due at Manila on noon, 21st Nov.
The N. Y. K. s.s. INABA M. (European Line.) left London for this port via the Suez Canal on the 18th Oct. and is expected here on the 24th Nov.
The P. M. s.s. DOYLESTOWN Voyage 1-Home, is due here on Tuesday November 25th, from Singapore.
The P. M. s.s. VENEZUELA Voyage 14-Out, sailed from Shanghai on Wednesday Nov. 19th, for Manila, where she is due to arrive on Saturday Nov. 22nd.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Africa M.	O. S. K.	Nov. 21
China	C. M.	Nov. 21
Kashima M.	N. Y. K.	Nov. 21
C. of Newcastle B. L.	Nov. 21	
Tatsuno M.	N. Y. K.	Nov. 21
Seattle M.	O. S. K.	Nov. 21
Tokio M.	N. Y. K.	Nov. 21
Endicott	A. L.	Nov. 26
Eastern	P. & O.	Nov. 26
E. of Asia	C. P. O. S.	Nov. 27
Canada M.	O. S. K.	Nov. 27
Melville	R. D. Co.	Nov. 28
Tamba M.	N. Y. K.	Nov. 28
Siberia M.	T. K. K.	Nov. 28
Melville D.	R. D. Co.	Nov. 28
Changsha	B. & S.	Nov. 28
Elkton	A. L.	Nov. 29
Eurylochus	B. L.	Nov. 29
West Ira	R. D. Co.	Nov. 30
West Cajon S. & D.	1st half Nov.	
Alps M.	O. S. K.	E. of Nov.
Nippon	D. & Co. E. of Nov.	
Elkhorn	S. & D. 2nd half Nov.	
Venezuela	P. M. S.	Dec. 2
Korea M.	T. K. K.	Dec. 2
Tushima M.	N. Y. K.	Dec. 4
West Hephburn R. D. Co.	Dec. 5	
M. S. Dollar	R. D. Co.	Dec. 5
Slavic Prince	S. T. Co.	Dec. 6
Melville D.	R. D. Co.	Dec. 7
Nippon M.	T. K. K.	Dec. 8
Eldridge	A. L.	Dec. 10
Harold D.	R. D. Co.	Dec. 11
Nishmaha	A. L.	Dec. 11
Kunajiri M.	N. Y. K.	Dec. 11
Mishima M.	N. Y. K.	Dec. 12
Fushimi M.	N. Y. K.	Dec. 13
Montague	A. L.	Dec. 15
West Inship	P. M. Co.	Dec. 17
Tenyo M.	T. K. K.	Dec. 18
Waban	A. L.	Dec. 19
Montague	C. P. O. S.	Dec. 19
Crevecœur	A. L.	Dec. 20
Nile	C. M.	Dec. 20
Knight Templar	B. L.	Dec. 23
Edmore	A. L.	Dec. 24
Tango M.	N. Y. K.	Dec. 24
West Caddoa	P. M. Co.	Dec. 24
E. of Russia	C. P. O. S.	Dec. 25
West Conob	P. M. Co.	Dec. 26
Wawalora	A. L.	Dec. 29
Durban M.	N. Y. K. M. of Dec.	
Sumatra M.	O. S. K. M. of Dec.	
Amur M.	O. S. K. E. of Dec.	
West Vega	P. M. Co.	Jan. 3
Montague	C. P. O. S.	Jan. 3
Grace D.	R. D. Co.	Jan. 15
Iconium	A. L.	Jan. 20
Penang M.	N. Y. K. B. of Jan.	
Nikko M.	N. Y. K. M. of Jan.	
Persia M.	T. K. K.	Feb. 3

JAPAN, COAST PORTS, ETC.

Haiching	D. L. Co.	Nov. 21
Tango M.	N. Y. K.	Nov. 21
Loksang	J. M. Co.	Nov. 21
Chipsing	J. M. Co.	Nov. 22
Tango M.	N. Y. K.	Nov. 22
Tean	B. & S.	Nov. 22
Amakusa M.	O. S. K.	Nov. 23
Nagato M.	N. Y. K.	Nov. 25
Kitano M.	N. Y. K.	Nov. 25
Kwangse	B. & S.	Nov. 25
Suiyang	B. & S.	Nov. 25
Hinsang	J. M. Co.	Nov. 25
Chaksang	J. M. Co.	Nov. 26
Quinnbaug	D. L. Co.	Nov. 26
Tungshing	J. M. Co.	Nov. 26
Tama M.	N. Y. K.	Nov. 27
Kwongseang	J. M. Co.	Nov. 27
Haihong	D. L. Co.	Nov. 28
Titaroem	J. C. J. L.	Nov. 28
Saigon M.	O. S. K.	Nov. 29
Tokushima M.	N. Y. K.	Nov. 29
Tjikembang	J. C. J. L.	Nov. 30
Unnan M.	O. S. K.	Dec. 1
Shinyo M.	N. Y. K.	Dec. 2
Asia M.	N. Y. K.	Dec. 2
Muroran M.	N. Y. K.	Dec. 4
Kunajiri M.	O. S. K.	Dec. 5
Laisang	J. M. Co.	Dec. 5
Totomi M.	N. Y. K.	Dec. 5
Tjikini	J. C. J. L.	Dec. 6
Kasado M.	O. S. K.	Dec. 7
Inaba M.	N. Y. K.	Dec. 11
Dilwara	P. & O.	Dec. 16
Nikko M.	N. Y. K.	Dec. 20

HONGKONG & WHAMPDA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used A1: A.B.T. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.,

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS—				
NAME OF DOCK OR SLIP	LENGTH IN FEET	BREADTH IN FEET	DEPTH OVER SLIP AT LOWEST TIDE	AREA OF TIDE
KWALON				
No. 1 Dock, Kwai-Loon	700'	120'	12'	84,000
No. 2 Dock, Kwai-Loon	375'	75'	12'	28,125
No. 3 Dock, Kwai-Loon	300'	60'	12'	21,600
Patel Slip, No. 1 Kwai-Loon	300'	60'	12'	21,600
Patel Slip, No. 2 Kwai-Loon	300'	60'	12'	21,600
KAL-KO-SHI				
Quamshing Dock	450'	75'	12'	40,500
ABERDEEN				
Here Dock	450'	75'	12'	40,500
1st Dock	350'	60'	12'	21,000

HEAD
OFFICE: KOWLOON.
Telephone No. K. 55.

TOWN OFFICE:
QUEEN'S BUILDINGS.
Telephone No. 20, Hongkong.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc. M.I.N.A. Kowloon Dock, Hongkong.

NEW ADVERTISEMENTS.

DON'T FAIL TO SEE TO-NIGHT THE MOST CHARMING CREATION OF THE SCREEN, BESSIE LOVE

IN
HER LATEST
AND
GREATEST EXTRA SELECTED
PHOTOPLAY
"CAROLYN OF THE CORNERS"
AT THE
VICTORIA.

NOTICE.

I much regret having made certain statements concerning Mr. W. R. Elders, Chief Officer of the s.s. "San Nam Hoi", which I now unreservedly withdraw and beg to apologise for uttering same and undertake not to repeat the said statements or make any others of a like nature.

WILLIAM BRYDEN
Chief Engineer
S. S. Tai Ming.
Hongkong, 20th Nov. 1919.

NOTICE.

HONGKONG JOCKEY CLUB

Seventeen "Shanghai Horse Bazaar" Subscription Grifflins are due to arrive in the Colony on Sunday the 23rd instant, and will be drawn for at the Jockey Club Stables at 5 p.m. the following day.

The lists of subscribers to the above will therefore be closed immediately before the drawing takes place, and not on the 30th instant as previously advertised.

By Order,
G. W. GEGG,
Acting Clerk of the Course.
Hongkong, 21st Nov., 1919.

NOTICE.

MARINE ENGINEERS GUILD OF CHINA

Having been appointed Branch Secretary, I shall be pleased to see members at this Office from 2 to 5 daily, Saturday Excepted.
W. J. SPOKES,
Branch Secretary,
De Vaux Road.

NOTICE.

I, Sverre Berg of Thoresen & Company, hereby give notice that in consequence of a wish to have the below-mentioned steamer carry the family name from which the name of the Figueras Steamship Co., Ltd., is derived, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship KOLYA of Hongkong official number 95100 of gross tonnage 1801 tons, register tonnage 1168 tons, heretofore owned by the Figueras Steamship Co., Ltd., for permission to change her name to ROBERTO FIGUERAS and to have her registered in the new name at the Port of Hongkong as owned by the Figueras Steamship Co., Ltd.

Any objections to the proposed change of name must be sent to the Registrar of shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 20th day of November 1919.

(SD) SVERRE BERG

NOTICE.

MOTOR SCHOONER
"WERGELAND"

Tenders are invited for the purchase of the above Schooner as she lies in damaged condition in Shimonoeki Harbour. For particulars apply to Muru Shokwai, Shimonoeki.

NOTICE.

REPULSE BAY HOTEL.

In order to enable the contractors to complete the work in connection with the above hotel at the earliest possible date without interruption, and in order to avoid all possibility of damage to the flooring, tiles, paint work, etc. The public are requested to kindly abstain from visiting the Hotel as on and from this date until its completion and formal opening of which due notice will be given by advertisement in the local newspapers.

The Management of the Hotel feel sure that they may rely upon the ready co-operation of the public in the foregoing regard.

Dated this 6th day of November, 1919.
For the
HONGKONG HOTEL Co., Ltd.
Proprietors of the
REPULSE BAY HOTEL.
J. H. TAGGART,
Manager.

NOTICE.

KOWLOON BOWLING
GREEN CLUB.

"At Home Day."
The Annual "At Home Day" and presentation of prizes will be held on Saturday, 22nd November, 1919 at 3.30 p.m. when the Members will be "At Home" to their friends.

D. S. COOPER,
Hon. Secretary.
Hongkong, 17th Nov., 1919.

G. R.

NOTICE.

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.
E. D. C. WOLFE,
C. S. P.

Hongkong, 5th September 1919.

NOTICE.

HONGKONG DEFENCE
CORPS.

HONGKONG RIFLE LEAGUE.

A practice shoot for possible and probable members of the Hongkong Defence Corps team will take place at King's Park Range on Sunday, 23rd instant commencing at 2.30 p.m.

Arrangements will be made for assistance and instruction to be given on the Range to anyone requiring same. Members of the Corps possessing aperture sights are invited to bring them.

Ammunition should be purchased at Headquarters not later than 1 p.m. on Saturday, 22nd instant.

G. E. STEWART,
Captain

Adjutant, H. K. Defence Corps.
Hongkong, 19th Nov. 1919.

NOTICE.

THE EASTERN AND
AUSTRALIAN STEAM-
SHIP COMPANY LTD.

We have been appointed Agents and have now taken over charge of the affairs of The Eastern & Australian Steamship Company Ltd. at this port.

For full particulars, Passage, Freight etc. apply to—

MACKINNON MACKENZIE
& COMPANY.

Agents.

22, Des Vaux Road Central,
Hongkong.

THE INDUSTRIAL AND
COMMERCIAL BANK,
LIMITED.

Head Office: 6 Des Vaux Road C.N.
Hankow Branch: Paooff Building.

FOR THE YEAR 1920 COME
Precaution is important in all things. This applies to your own finances. The best way of providing for the future, freely.

OPENING A SAVINGS ACCOUNT
WITH US.
\$1 to start.
SYSTEMATICALLY it will grow to THOUSANDS.

HONGKONG HOTEL.

TEA DANCES WILL BE HELD ON THE FOLLOWING DAYS DURING THE MONTH OF NOVEMBER, FROM 4.30 TO 7 P.M.—

TUESDAY, 4TH FRIDAY, 7TH MONDAY, 10TH FRIDAY, 14TH MONDAY, 17TH FRIDAY, 21ST MONDAY, 24TH THURSDAY, 27TH

ADMISSION TO DANCE ROOM EACH DAY \$2.00 PER HEAD, INCLUDING TEA.

J. H. TAGGART,
Manager.

EARLIER TELEGRAMS.

BRITAIN'S FOREIGN POLICY.

London, Nov. 17.

"Replying to the debate on the British policy in Russia, Mr. Lloyd George said he was glad the debate had shown that all were agreed as regards the horror of both the principle and practice of Bolshevism. It was undemocratic, and did not represent freedom. He emphasised this by quoting a Bolshevik proclamation stating 'We have raised discipline in the army and must now raise Labour discipline.' This proved the Bolshevik's notion of freedom for the working classes was compulsory labour. The Premier defended his describing of the American Bullitt's disclosures as a tissue of lies. It was an obligation of honour to help men who had assisted to reconstruct the eastern front against Germany. We had fully discharged that obligation, but there were other Allies who were in a better position to support Kolchak than ourselves and any failure did not lay at our door. We had helped Denikin and our policy was successful. The regions of the Don and Ukraine were anti-Bolshevik, but it was clear that whenever armies marched through Central Russia beyond a certain point they faded, though none could say what Central Russia wanted. Britain, however, could not finance a civil war in Russia indefinitely. Our first concern was for our own country, where the shortest road to Bolshevism was financial bankruptcy. Great Britain contributed more than any country to the anti-Bolsheviks. It had contributed more than France, Japan and America combined. He boasted on this because it was an obligation of honour. France and Britain had a common view, namely that the Government could not burden the taxpayer further in respect of operations in Russia. Among the present difficulties was the fact that Kolchak and Denikin were fighting for a reunited Russia, whereas Estonia, Latvia and Lithuania were fighting for independence, while other great anti-Bolshevik forces were fighting for local independent nationality. Therefore it was most difficult to lay down a policy. He pointed out that those favouring intervention in Russia opposed intervention in Armenia and vice versa. Furthermore the Germans were still present in the Baltic Provinces. They must be cleared out otherwise the peace of Europe was unsafe. He asked who advocated the terrible responsibility of restoring order in a country which was a continent, wherein every nation and every army which had intervened hitherto had harvested disaster. He refused that responsibility. (Cheers.)

Capt. W. Ormsby Gore deplored the delay in making peace with Turkey. He said that the trouble in Egypt to day was due to this continued delay. Until a definite statement was made whether Lord Milner and a Commission was or was not going to Egypt the negotiations there would continue. If we did not intend to evacuate Levant say so and make it quite clear that we intended to be masters there.

Mr. Balfour commented upon the remarkably small differences revealed as regards Russia. Some had suggested a vague, cut policy, although the Government was criticised for not possessing one. He pointed out the difficulty with regard to Turkey was that we were unable to say exactly what we intended to do there. That would be unfair to the Allies as there must be a common Allied policy. Nevertheless it was a profound misfortune for all populations of the Near East that the Peace Conference had not yet settled their future. It was not Britain's fault, but was due to the fact that America had not given a clear lead of her own policy. Until that was done it was impossible to lay down a common policy of all the Associated Powers, of which America was one of the most important. It was also true that the prevailing Turkish unrest was doing infinite harm and making it more difficult every day to find a satisfactory solution. Mr. Balfour emphatically said there was no shadow of truth in the reiterated statements that Britain's military occupation of Syria meant she was going to remain dominant there. The difficulties before all the Western mandatory powers over the Arabs were great, but should not be exaggerated. The Arabs for the first time for centuries had played a great part in alliance with the Entente, and especially had shown themselves in close cooperation with British troops faithful, brave and efficient. The prestige of the Arab race had consequently greatly risen and he had every hope that there would be recommendations of the great Arab civilisation. As far as the British and French were concerned there could not be any rivalry in Syria. We earnestly hoped in the friendliest of co-operations with the French and with the warmest regard for our Arab allies to see all the difficulties solved. He was absolutely confident that the unhappy spirit of unrest in Egypt produced by the war would be brought to an end, especially seeing that General Allenby was in control of the situation and perfectly understood that the East (the birthplace of rumours) was full of the strangest legends concerning the policy of His Majesty's Government. The Government's view was that these questions of Egypt, Sudan and the Canal formed an organic and indivisible whole. "England on that question will not give up any of her responsibilities. (Cheers). British supremacy exists; British supremacy is going to be maintained. (Cheers). Let some in or out of Egypt make a mistake as to that cardinal principle of government." Nevertheless we desired in every way possible to associate the Egyptian nation with the government of the country.

Mr. Balfour said the Government desired in all respects to promote the prosperity of Egypt. The country was disturbed by a certain amount of discussion and unreliable expectations, which in fact would damage Britain and the world, but mostly the Egyptian populations. The Government unalterably adhered to its decision to send out Lord Milner on a commission of investigation. Until the Commission's report was received it would be folly to attempt to sketch projected legislation, but the population might rest assured that we desired to associate them as far as possible with the work of administration and unlike their Turkish masters, who in Egypt at the present moment affect to be pro-Egyptian, we shall steadily pursue a policy of amelioration which will make Egypt an utterly different place for all inhabitants and mostly for the natives, compared with Turkish rule. These were the principles which animated the Government in respect to the Middle East. We recognise the complication and extraordinary difficulty of the task, but Britain had undertaken other tasks no less difficult and brought them to a successful conclusion and why should we despair? (Cheers.)

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ARMED ROBBERS.

MAGISTRATES EXERCISE
NEW POWERS.

The new Ordinance gives the Magistrates inflict punishment not exceeding two years' hard labour on persons whose offence in relation to the possession of arms is to be exceptionally serious. R. O. Hutchison and Mr. R. Lindell sat in the First Court at the Magistracy this morning, to try the case in which seven men recently arrested in a junk at Chin Chow Wan, after the occurrence of the Lamna and Leina Islands piracies, were charged with the unlawful possession of arms.

Evidence was given by Sergeant Murphy, who took a leading part in the raid which the Police on the night of the 3rd inst. carried out on the junk in which were the seven prisoners. He testified to the finding in the boat of four fully-loaded revolvers, two bamboo lengths which showed signs of having been recently filled with kerosine to serve as torches, three daggers and a length of wire.

At the conclusion of the evidence of the Police, the Captain Superintendent of Police, (Mr. E. D. C. Wolfe), who conducted the prosecution, said that nothing was known from finger-prints about the prisoners. He would like to point out to their Worshipships that it was quite obvious what the boat was used for. A curious fact, which had a good deal of bearing on the case, was that there were seven prisoners and there was the same number of weapons—four revolvers and three daggers. He referred their Lordships in particular to one of the revolvers which was a six-chambered weapon, and loaded with Winchester bullets, the muzzles of which had been filed off to make them fit into the barrel.

They were absolutely deadly ammunition, being highly explosive. It seemed obvious that the prisoners were engaged on only one occupation, that of armed robbery. Perhaps he ought not to say that, but it was that they had no property of any kind on the boat beyond the rings, girdles, bracelets, tickets and a small sum on their persons. One of them had a ring which might have been the proceeds of some robbery. Their Worshipships could only conclude that there was only one purpose in the men having those torches. As for the wire, it was commonly used for gags when strings were not available. In view of these facts, he asked their Worshipships for the maximum penalty.

The maximum sentence of two years' hard labour was accordingly inflicted by their Worshipships on the seven prisoners.

MARINE COURT.

JAPANESE CAPTAIN FINED.

Capt. Yamamoto, of the s.s. Africa Maru, was charged this morning before Captain Basil Taylour, R.N., Marine Magistrate, for failing to exhibit the regulation lights on board his steamship in Victoria Harbour at 3.30 a.m. on the 19th instant.

Sergeant Wilson said that on the 19th at 3.30 a.m. he noticed defendants ship at a buoy with no lights showing. He went on board, but could find no one, after seeing all round the ship, and no light. Some time after a man came up and witness ordered him to light the lights. They were oil lights.

The defendant had nothing to say.

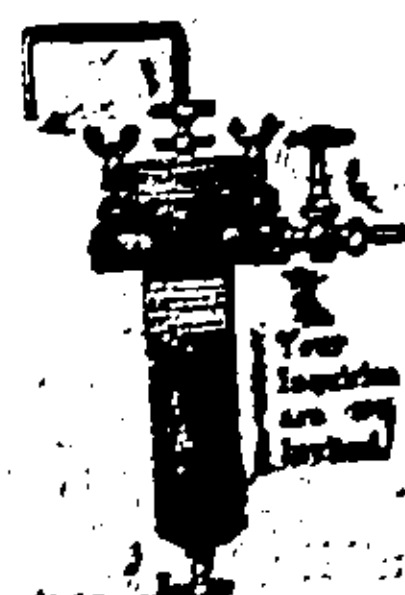
His Worship fined him \$50. The boatmen of three cargo boats were this morning fined \$10 each by Captain Basil Taylour, R.N., Marine Magistrate, for being outside of more than five cargo boats lying abreast of the s.s. Telemachus in the Victoria harbour on the 20th instant. The defendants said they were told to go alongside.

Yesterday a trading junk which was being towed by the launch Fallee collided with a lighter near the Kowloon Wharf and had her stern damaged. The lighter was also under tow at the time by a launch of the Kowloon Godown Company.

BROWNLOW

MUSTARD & CO.

STERILIZE

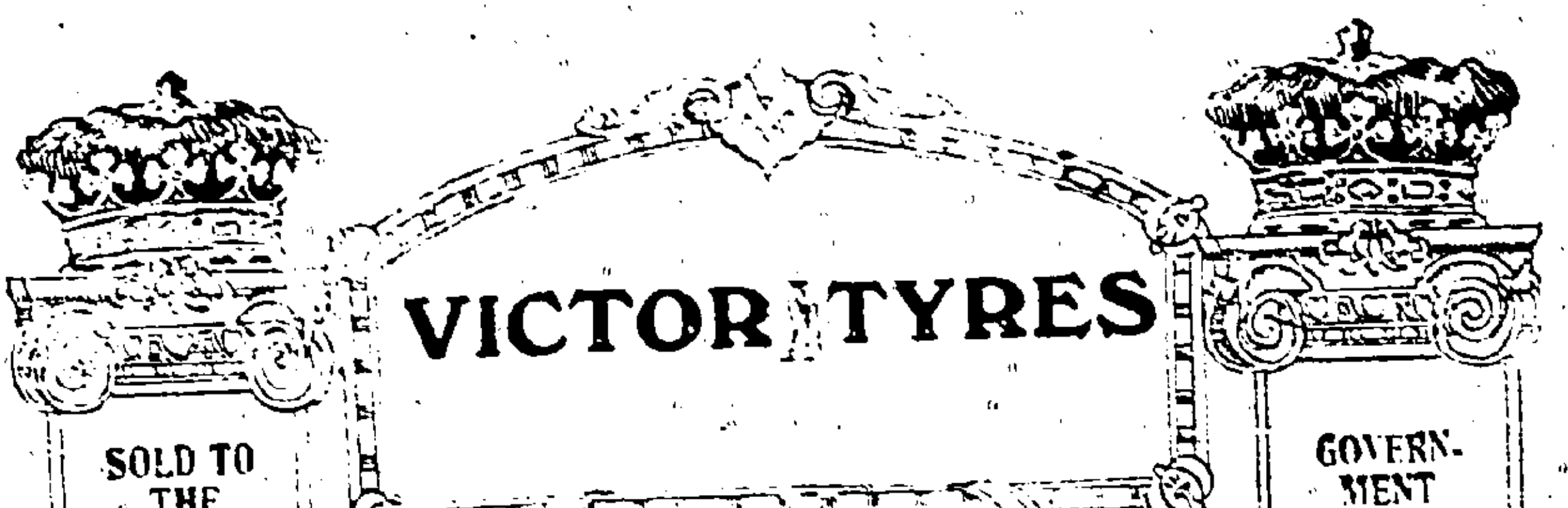


WATER

FILTERS

TFL NO. 1186.

NOTICES.



VICTOR TYRES

SOLD TO THE FOREIGN MINISTER.

THE DUKE OF DEVONSHIRE

THE DUKE OF WESTMINSTER

ALL BRITISH TYRES.

USED BY

BRITISH ROYALTY

H.R.H. THE DUKE OF CONNAUGHT K.G., P.C.
H.R.H. PRINCESS HENRY OF BATTENBERG
H.R.H. PRINCESS CHRISTIAN
H.H. PRINCE LEOPOLD OF BATTENBERG
H.H. PRINCE MAURICE OF BATTENBERG

Members of the Household of their Majesties
The KING & QUEEN.

The Rt. Hon. The Earl of Granville, K.P., P.C.
Master of Horse.

SOLE IMPORTERS
HOLLAND PACIFIC TRADING CO.
TELEPHONE 1687.

GOVERNMENT SOLD TO DEPTS.

THE LORD CHIEF JUSTICE OF ENGLAND

ALL BRITISH TYRES.

CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA, JAPAN
PORTS & SHANGHAI.

The Company's Steamship
CANADA MARU

having arrived from the above ports, on the 19th November. Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 25th November will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees representative and the Company's Surveyor's Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Friday. All claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.
Y. YASUDA,
Manager.

Hongkong, 17th Nov., 1919.

THE ADMIRAL LINE.

THE Steamship

"SAUCON"

having arrived from New York via ports, on Nov. 20th, 1919 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, and staged at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Nov. 26th, 1919 by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Nov. 27th, 1919 will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

PACIFIC STEAMSHIP CO.

Operating Agents

U. S. Shipping Board.

5th floor, Hotel Mansions

Hongkong, 20th November, 1919.

FRAWLEY COMPANY.

"THE CHORUS LADY."

The Frawley Company last night presented James Forbes' London and New York success "The Chorus Lady," but we cannot truthfully say it was a success here. Several of the cast constantly forgot their lines, the voice of the prompter being quite audible to the audience. Having in view the great number of plays which the members of the Company have to memorise it is small wonder that they should occasionally lapse, and this play was a particularly difficult one, containing more dialogue than the average. The piece was not so enjoyable as the others the Company has staged, but nevertheless it had a certain freshness which was quite pleasing. Apart from the momentary forgetfulness every member of the cast sustained themselves well and played convincingly. Miss Beatrice Penrice and Mr. Albert Morrison had to work very hard and they performed splendidly. To-night "Forever After" is being put on.

TO-MORROW'S PLAY.
"Lightnin'" written by Frank Bacon and Winchell Smith, is the play for to-morrow at the Theatre Royal. It is a piece which is still being played on Broadway as one of the distinct successes of the past two seasons and has won unstinted praise from reviewers during the course of the Frawley Company's present tour. In the character of "Lightnin'" Bill Jones, Mr. Frawley has one of his stellar roles and nearly all of the company have important places in the performance, which involves a large cast. Mr. Frawley has made a careful study of the whimsical old American who refuses to be caught by the shrewd schemes evolved to attach his property and the courtroom scene in the second act is said to be one of the most effective to be found in the whole of the company's repertoire.

VICTORIA THEATRE.

"CAROLYN OF THE CORNERS"

"Carolyn of the Corners," starring Bessie Love, is one of the best examples of what is popularly called a "look-up" picture; and, after seeing it, any person with even the least sympathy must own that the world, with all its ups and downs, is not such a bad place, after all! It is a story of everyday life with a sunny little heroine who practised the gospel of "looking up" and making things a wee bit better. Miss Love's work as the supposed orphaned child is rich in winsome, appealing charm, and every person young or old, who sees it at the Victoria Theatre to-night must feel its undeniable appeal.

Bessie Love is pleasantly recalled by thousands of motion picture lovers in "A Little Sister of Everybody," "How Could You Caroline?" and "The Great Adventure." But in "Carolyn of the Corners," she has been starred by the House of Pathe. That is the reason why it was held back for the distinction of being included among the Extra Selected Star Photoplays.

The story is by Ruth Bellmore Endicott and it has been admirably adapted to the screen by Frank S. Berensford. The Anderson-Brunton Co. enlisted the service of a director who had made a reputation in handling just such stories of atmosphere and character, in the person of Mr. Robert Thornby. The result is a perfect production of a most pleasing story.

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LAST NIGHT 9.15 LAST NIGHT
"FOREVER AFTER"

SATURDAY, NOV. 22	"LIGHTNIN'"
MONDAY, NOV. 24	"EAST IS WEST"
TUESDAY, NOV. 25	"THE BIA"
WEDNESDAY, NOV. 26	"THE MISLEADING LADY"
THURSDAY, NOV. 27	"THE MAN WHO CAME BACK"

Patrons are requested to note the change of dates in Monday & Wednesday's plays. Tickets issued for these nights will hold good unless changed at Manager's before the date.

Prices As Usual. Booking at **MOUTRIE'S**.

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GOWNS, SMART COSTUMES &
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The gambling fever had a victim in the person of a foki who was in the shop at Bowring Street. One day of raising money to keep up his indulgence, which he had in mind, was the selling of his employer's rice. At 5.50 a.m. to-day he put his plan into execution. But first he popped his head outside the door to see if the coast was clear. It was not. A constable was on duty there, and taking the hint which the sight of the head offered, promptly came up to investigate and caught the guilty man in the uncompromising situation of having a sack of rice in his possession. The foki was brought before Mr. R.E. Lindsay this morning. Evidence was given by the master of the shop that the man had been in his employ for one year, and had conducted himself well until recently when he grew very fond of gambling. A fine of \$25, or three weeks, was the punishment inflicted on the gambler by the Magistrate.

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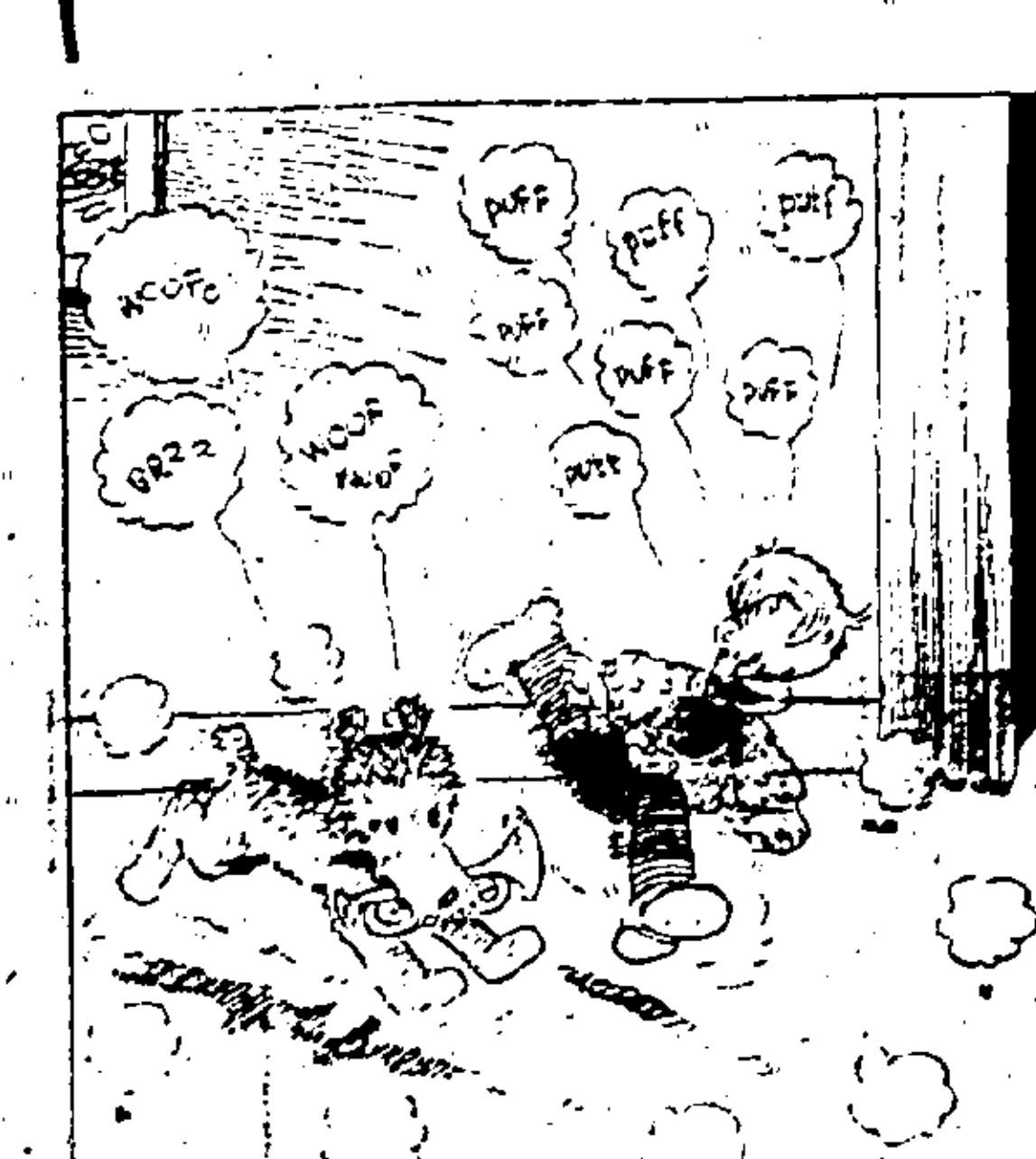
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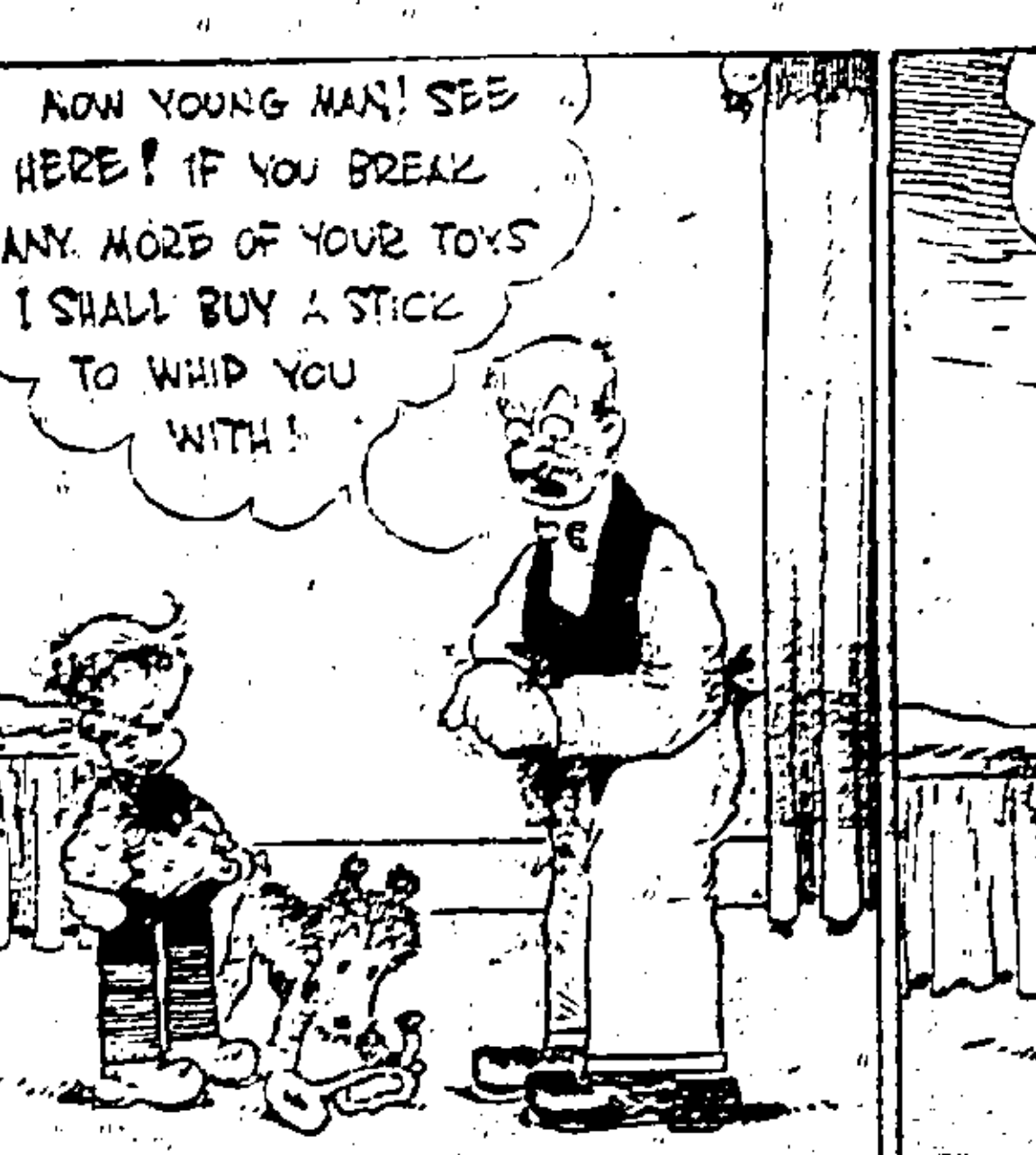
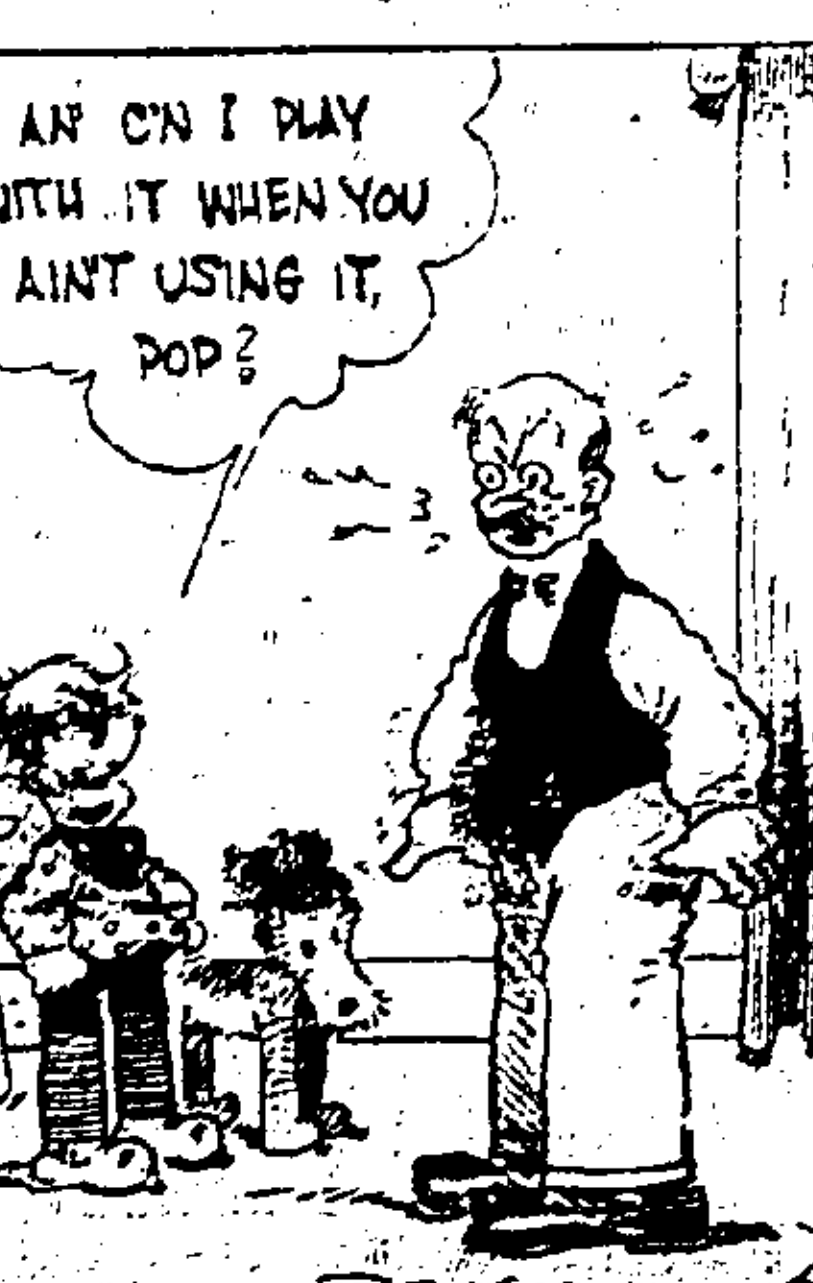
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